

THE MISSOURI HISTORICAL REVIEW

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THE MISSOURI HISTORICAL REVIEW

FLOYD C. SHOEMAKER, Editor

Subscription Price \$1.00 a Year

The *Missouri Historical Review* is a quarterly magazine devoted to Missouri history, genealogy and literature. It is now being sent to eleven hundred members of the Society. The subscription price is one dollar a year.

Each number of the *Review* contains several articles on Missouri and Missourians. These articles are the result of research work in Missouri history. The style of presentation is as popular as is permissible in a publication of this character.

In addition to the monographs, the *Review* contains a list of books recently published by Missourians or on Missouri, and a list of Missouri historical articles that have appeared in the newspapers of the State. The last is an aid to teachers, editors and writers, and will become even more valuable with age. This journal reviews only those books that relate to Missouri.

Missourians are interested in their State Historical Society. The *Review* appeals to this interest by summarizing the recent activities of the Society. It also does this of other state-wide organizations of a historical or patriotic character. Important historical happenings are also chronicled and members of the Society are urged to make this complete for their section of Missouri. The general Missouri items include biographical sketches of individuals in public life or of historic fame.

Manuscripts and letters on all Missouri subjects of a historical or biographical nature are welcome, and will be read and decided upon with as little delay as possible.

Eleven volumes of the *Review* have been published. A few complete sets are still obtainable from the Society—Vols. 1-11, bound in best library buckram, \$37.50; unbound, \$22.00. Separate volumes, unbound, except Vol. 1, as follows: Vols. 2, 3 and 6, each \$3.00; Vols. 4 and 5, each \$2.00; Vols. 7, 8, 9, 10 and 11, each \$1.00. Prices of re-prints of most important articles given on request.

All editorial and business communications should be addressed to Floyd C. Shoemaker, Secretary, The State Historical Society of Missouri, Columbia, Missouri.

THE MISSOURI HISTORICAL REVIEW.

VOL. XII, No. 3.

COLUMBIA

APRIL, 1918

IN MEMORIAM

FRANCIS ASBURY SAMPSON

1842-1918

FLOYD C. SHOEMAKER

At the close of forty years of collecting *Missouriana* and in compiling Missouri biographies, the work of Francis Asbury Sampson occupies a high position in the history of the State. In this work he had no superior and only one possible equal—his close friend and co-laborer, William Clark Breckenridge, of St. Louis.

From the time of his graduation in the law school of the University of New York in 1868, Mr. Sampson was connected continuously in some way with preserving the records of Missouri up to the time of his death on February 4, 1918. The year of his graduation found him, at the age of twenty-six, enrolled as a member of the Pettis county (Mo.) bar. From that year to 1901, he divided his labors in the practice of law and in the fields of Missouri history, geology and conchology. From 1901 to his first attack of pneumonia in December, 1917, he devoted his efforts to collecting *Missouriana* and writing bibliographies. The fruits of his labors will ever be a monument to his life.

Born in Harrison county, Ohio, on February 6, 1842, Francis Asbury Simpson was of Irish and Welch descent. His father was a native of Ireland and his mother was born

in Wales. He was educated at the College of the City of New York, graduating in 1865, with the degree of A. B., and three years later received the degree of A. M. He read law two years in Cadiz, Ohio, and was admitted to the bar. Mr. Sampson was a zealous student, attending the law school of the University of New York one year after his admission to the practice of law, and graduating in 1868 as valedictorian of his class.

He then came to Sedalia, Missouri, and formed a law partnership with his brother, General A. J. Sampson, who had preceded him to Missouri and who later became the first Attorney-General of the State of Colorado.

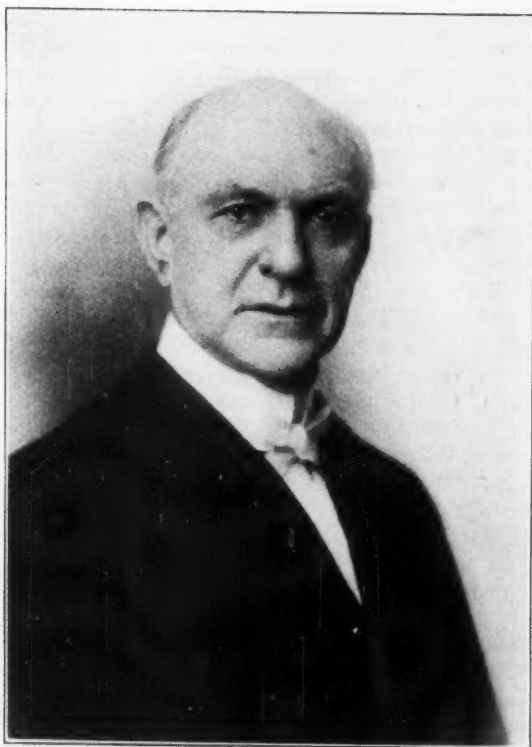
Mr. Sampson held the office of United States Commissioner from 1869 to 1873, and in the latter year was commissioned by Gov. Silas B. Woodson as representative from Missouri to the World's Exposition at Vienna, Austria. From 1870 to 1872 he was associate editor of the *Sedalia Times*. In 1885 he became a member of the Sedalia Board of Education. He was one of the founders of the Sedalia Natural History Society, the Sedalia Public Library, and the Nehemgar Club of Sedalia.

In 1901 Mr. Sampson was elected secretary and librarian of The State Historical Society of Missouri, and held these offices until his resignation in 1915, when he became bibliographer of that institution. He was editor of *The Missouri Historical Review* from 1906 to 1915.

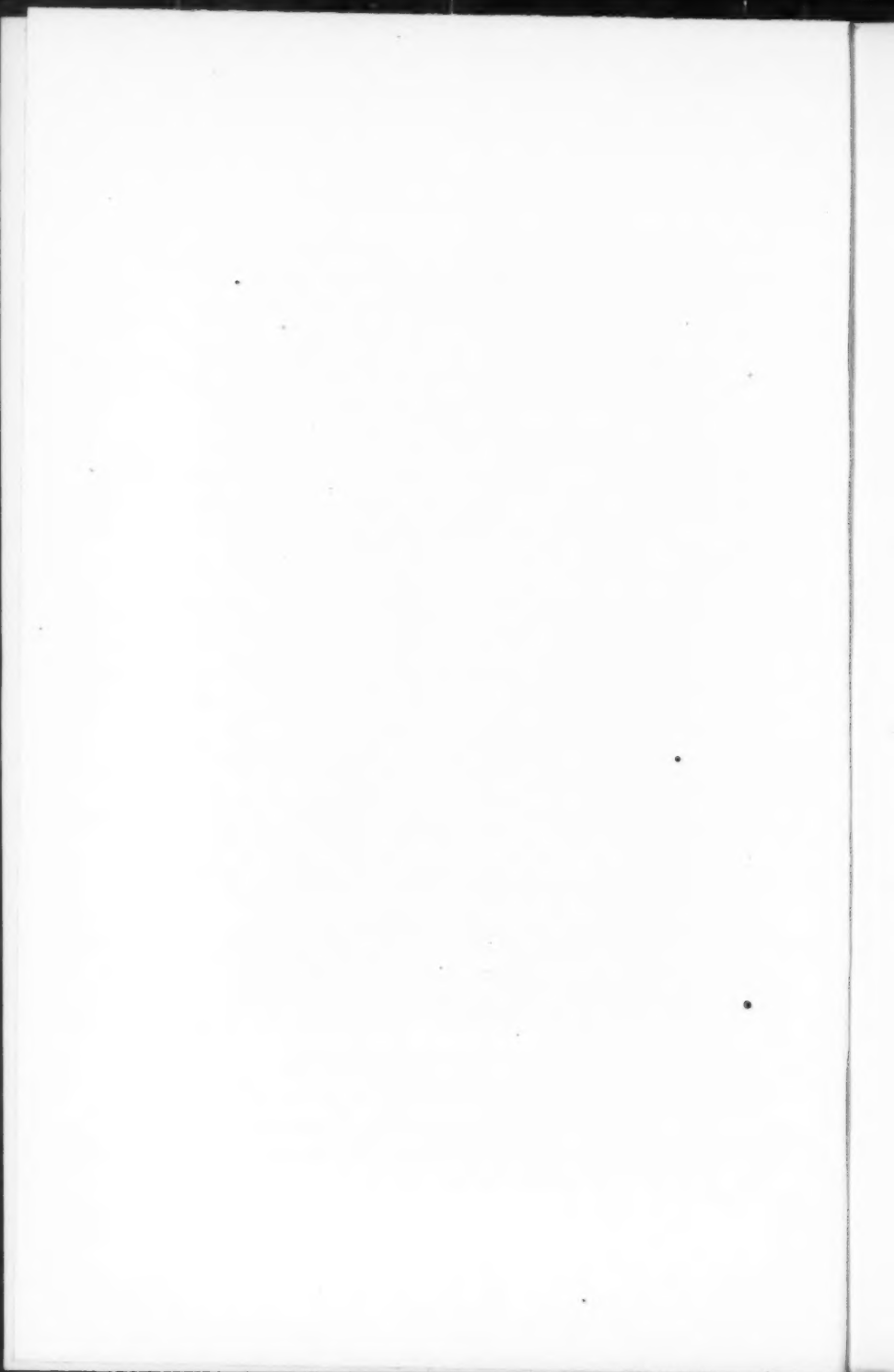
Mr. Sampson married Mrs. Harriet Lacey of Cincinnati in 1869. Three children were born of this union: Mrs. Maybelle Miller and Lacey F. Sampson, both living in New York City; and Leroy Vernon Sampson, who died in 1879, aged nine years. Mrs. Sampson survives her husband and lives with her daughter in New York City.

Mr. Sampson was an active member of the Methodist Church. He was a Mason (K. T.) and a member of the American Historical Association, Mississippi Valley Historical Association and Delta Kappa Epsilon, Phi Beta Kappa.

As a collector, bibliographer and paleontologist, Mr. Sampson was widely known to scholars and scientists. As



FRANCIS ASBURY SAMPSON
1842-1918



a paleontologist he specialized in geology and conchology. He made valuable collections of specimens throughout America and Europe, including sixty original type specimens of fossils and shells in Missouri. Twenty-two of these have received his name in recognition of his discoveries. One of his rarest collections was sold to the University of Chicago.

In the field of Missouri history he was a collector and a bibliographer. Here he performed his great labors. He was widely known in this work and was Missouri's most eminent representative. His writings were almost entirely bibliographical. They related to Missouri authors, slavery and Civil War in Missouri, official Missouri publications, Missouri geological and horticultural publications, Missouri newspapers, early travelers in Missouri, Missouri railroads, and early Missouri imprints before 1850. His chief collaborator in these fields was William Clark Breckenridge of St. Louis.

His great service to The State Historical Society of Missouri was in the field of collecting books and pamphlets relating to the State. His vision was broad. No Missouri item was too small or too insignificant to be regarded as unimportant by him. He was especially interested in such ephemeral literature as publications of unofficial bodies. The minutes of religious bodies; the proceedings of such voluntary organizations as the bar and the press; and the advertising and descriptive literature of commercial clubs and real estate companies were as eagerly sought by him as official State reports.

When Mr. Sampson came to Missouri in 1868, little systematic effort was being made to preserve such publications relating to Missouri and her people. For years he stood almost alone as a successful collector in the State. He had a collector's instinct and frequently went to what others would have regarded as unpromising places to obtain material. His search, however, was usually rewarded with some important find.

From 1868 to 1901, thirty-three years, he collected the largest private library on Missouri history in existence. He gave this to The State Historical Society of Missouri on

becoming secretary. This library consisted of 1,866 books and 14,280 pamphlets. From this nucleus The State Historical Society's library has increased to 60,000 separate titles including 8,000 bound volumes of Missouri newspapers and 100,000 duplicates.

Mr. Sampson's work as a collector and bibliographer is thus described by Mr. Henry O. Severance, secretary of the American Bibliographical Society, who has also compiled a list of Mr. Sampson's bibliographical writings:

"He was an expert collector. He was persistent in his search for material. He compiled for his own use bibliographies of the official publications of the state, of the publications of the institutions of the state, of the fraternal and religious organizations and railroads whose lines traverse the state. These check-lists were kept in small books which he carried with him on his collecting trips, and in which he indicated the items secured. Bibliography and collecting were therefore mutually dependent. His bibliographies were a means to an end—a list of material is necessary before collecting can be done intelligently and successfully.

"I have never seen him happier than when he had secured a rare railroad report which was not in the possession of any other library, or when he was able to pick up an old report of a Missouri religious or fraternal organization which would complete a file for binding or some early newspaper published in Missouri at an early date which was not in the files of any other library.

"His published writings since his connection with The State Historical Society of Missouri have been largely bibliographical compilations. He left incomplete a bibliography of publications printed in Missouri before 1850, which he was compiling in conjunction with W. C. Breckenridge of St. Louis. He was also engaged in revising his *Bibliography of Slavery and the Civil War in Missouri*.

"Following is a list of them:

History and Publications of the Missouri State Horticultural Society. The Thirty-third Annual Report of the

State Horticultural Society of Missouri, 1890, p. 437-449. Jefferson City, Mo., 1891.

Bibliography of the Geology of Missouri. Geological Survey of Missouri, Bulletin No. 2, December, 1890, p. 1-176, Jefferson City, Missouri.

Bibliography of Missouri. Encyclopedia of the History of Missouri, Vol. 1, 1901, p. 215-270.

A Catalogue of Publications by Missouri authors and Periodicals of Missouri of 1903 in World's Fair Exhibit in Missouri Building. Columbia, Mo., 1904. 47 p. (Press of E. W. Stephens.)

Official Publications of Missouri Bibliography. Columbia, Mo., 1905. p. 313 to 356. (Reprinted from Bowker's State Publications.)

Bibliography of Missouri State Official Publications for 1905. Missouri Historical Review, Vol. 1, No. 1, October, 1906, p. 85-100.

Bibliography of Missouri State Official Publications of 1906 and 1907. Reprinted from Missouri Historical Review, Vol. 2, No. 4, July, 1908. p. 303-318.

Bibliography of Missouri State Official Publications of 1908 and 1909. Reprinted from Missouri Historical Review, Vol. 4, No. 3, April, 1910. p. 182-200.

Bibliography of Missouri Biography. Reprinted from Missouri Historical Review, Vol. 2, No. 2, January, 1908, p. 131-157.

Bibliography of Slavery and the Civil War in Missouri, by F. A. Sampson and W. C. Breckenridge. Reprinted from Missouri Historical Review, Vol. 2, No. 3, April, 1908, p. 233-248.

Sessions of Missouri Legislature. 1st to 45th. Missouri Historical Review. Vol. 4, No. 1, p. 42-43.

Bibliography of Books of Travel in Missouri. Reprinted from the Missouri Historical Review, Vol. 6, No. 2, January, 1912, p. 64-81.

The New Madrid and Other Earthquakes in Missouri. Proceedings of the Mississippi Valley Historical Association, Vol. 6, p. 218-238. Cedar Rapids. 1913. Reprint.

The New Madrid and Other Earthquakes of Missouri. Bulletin Seismological Society of America. Vol. 3, No. 2, June, 1913. p. 57-71. Reprint.

Same. Missouri Historical Review. Vol. 7, No. 4, July, 1913, p. 179-199.

Bibliography of the Missouri Press Association. Reprinted from Missouri Historical Review. Vol. 9, No. 3, April, 1915. p. 155-176."

* * * * *

The last days of Mr. Sampson's were representative of his life. He suffered an attack of pneumonia in December, 1917, and was in the Parker Memorial Hospital of the University of Missouri for weeks. As soon as he had recovered sufficiently to be out of danger, he dictated letters to the clerks of religious denominations requesting minutes of those bodies that were missing in the Society's library. Each day he received with great pleasure, news of historical material recently obtained. He frequently asked to see the pamphlets donated, and handled them with that caressing care that only a true lover of books can bestow. A bound volume of church minutes running back a number of years in the 19th century, which was received during his illness, specially pleased him. He had sought for those pamphlets a quarter of a century and said, "Now, we've got them, and they will never be lost to the people of Missouri."

After recovering in January, Mr. Sampson gradually took up the work which he had been forced to lay down for the first time in forty years thru serious illness. He received the congratulations of his friends with pleasure and appeared to have regained his health. In several weeks he again contracted a cold and on January 30, decided to go to the hospital. His weakened system failed to rally and on Monday morning at ten minutes past seven, February 4, he passed away. The funeral services were held in the Broadway Methodist Church on Thursday, being conducted by Columbia Commandery of Knights Templar. The remains were taken to St. Louis for cremation.

His life was one of service. He was a scholar and a gentleman. As long as the people of Missouri take pride in the story of their State, will they honor the name of this man who in his quiet way did so much to preserve the records of the commonwealth.

When the evening news lights the morning fires, the popularity or odium of careers is ended. So would it be, if no Sampsons lived, if no historical societies existed. A people who care nothing for their past, will make few records for the future. A state that refuses to preserve her history, will make little history to preserve. Bohemia ceased to be a free nation before this country had a name, but the spirit of nationality is as strong in that land today as in our own. A Bohemian scholar said that his native soil was still national soil through the work of a local historian and a museum center in each district.

In recognition of the labors of Mr. Sampson, The State Historical Society of Missouri adopted the following resolution:

"The death on February 4, 1918, of Francis Asbury Sampson removed a member of the Society staff, whose continued and faithful labor as Secretary, Librarian and Bibliographer has been of large and permanent worth. A result of his devoted work is shown in the library of books and pamphlets which he gave the Society, and from which the Society's library has grown. He was widely known as a collector and bibliographer, and in this field and elsewhere did distinguished service. The committee gratefully acknowledges his service, so valuable to the Society and to the State, and directs that a biographical memorial in his honor be inserted in *The Missouri Historical Review*."

"MISSOURI'S FIRST CENTENNIAL DAY."

Columbia, Missouri, January 8, 1918.

MOTHER MISSOURI IS CALLING YOU HOME.

*You who have wandered to far distant places,
You who have strangers in homeland become,
Come back awhile to the old scenes and faces—
Mother Missouri is calling you home:
Calling her children with tenderest yearning,
Longing to greet you with mother-love true,
Breathing sweet prayers to speed your returning—
Mother Missouri is calling for you.*

*If you have triumphed, O bring her your garlands;
If you have sorrowed, O let her condole.
Come from the near lands and come from the far lands,
Come for the sympathy good for the soul,
She will soothe sorrows unhealed by all others,
She will know pride known to mothers alone,
Come to her, come to her, sisters and brothers—
Mother Missouri is calling her own.*

*Come to the fair land of swift singing rivers,
Come where the winds sweep aeolian hills,
Harping through woods where the ax never quivers,
Come to the valleys which plenty o'er-fills,
And prairies as wide as the wide skies above you,
But come, most of all, to the staunch hearts and true,
Of the homefolks who want you, who wait you, who love you—
O, Mother Missouri is calling for you.*

—Lee Shippey.

Missouri's struggle for statehood officially began when Missouri's first territorial petitions requesting commonwealth government and incorporation in the Union were presented in Congress on January 8, 1818. These petitions were circulated and signed in Missouri Territory during the summer and fall of the previous year. They mark the beginning of a struggle which was not finally settled until three and one-half years later. This struggle occupied an important place in the history of the United States, and is one of the most significant chapters in the annals of Missouri. The Missouri State Centennial Committee of One Thousand and The State Historical Society of Missouri decided that this first historical step for statehood should be observed in the series of centennial celebrations now being planned in Missouri.

Pursuant to the official proclamation of Governor Frederick D. Gardner, dated the 3d day of January, 1918, Missouri's first official centennial was observed with historical significance in Columbia on January 8, 1918.

Following the Annual Meeting of the State Historical Society of Missouri held in the morning, the visitors and members of the Society and of the State Centennial Committee of One Thousand, adjourned to the Daniel Boone Tavern. Here the program of the day and evening was rendered. One hundred Missourians from the different sections of the State were in attendance in the afternoon and nearly two hundred in the evening.

Luncheon was tendered through the courtesy of the Columbia Commercial Club in the tavern dining room.

Mr. E. C. Anderson, President of the Commercial Club, welcomed the visitors on behalf of the city of Columbia and then introduced the "President of the Day," Hon. Wm. R. Painter of Jefferson City, chairman of the Missouri State Centennial Committee of One Thousand as:

"A man who has been honored at the hands of this State and who in return has honored the State."

Mr. Painter requested Rev. M. L. Gray, of Chillicothe, (Mo.) to pronounce the invocation.

In these fitting words Mr. Painter then proposed a toast to the President of the United States:

"May every Missourian do his 'bit' and just a little 'bit' more."

The proclamation of Governor Gardner was read:

PROCLAMATION

State of Missouri,
Executive Department. }

As we are nearing the centennial of Missouri's Statehood and Admission into the Union, I take occasion to suggest to the people of the State that proper observance be given these historic events. At no time since the Fathers of the State laid the foundations of our present commonwealth have Missourians greater cause for patriotic pride than today. They have most loyally supported the National Government in the present war. They have questioned neither the draft law nor the food and industrial regulations. They have placed the State first, in proportion to population, in the number of signers of the Food Pledge. They have over-subscribed their quota in both issues of the Liberty Bond Loans, in Y. M. C. A. contributions, and in Red Cross membership. They have denied no request and have been ready for any sacrifice. They have seen an army of their young men leave home to maintain the honor of their country on land and sea. They have banded themselves together in an "army at home" to produce and conserve food for the armies abroad. Men, women and children, all, have done their "bit;" bankers, merchants, and farmers, have alike tried to meet the needs of the country. A united state in support of this war is Missouri.

In patriotism, in contributions to civilization, and in development of the West, Missouri's record is high. Her Doniphan, Grant and Pershing; her Mark Twain, Eugene Field, See, Eads, and Bingham; her Benton and Blair; her Lewis and Clark, Chouteaus, Lissa, Ashley, and Bridger, and a score of famed explorers and pathfinders, have written chapters in the history of the Nation. The work of these men is Missouri's priceless legacy to us and our posterity.

Missouri's centennial should serve to honor these State Founders, history makers and their successors, and should serve to instruct us and our children in the story of their lives. A retrospective will enable us to better appreciate the true greatness of our fathers to whom we owe so much of our present freedom in government, comforts in life, and happiness in the home. Every

school boy and girl should be informed of the historic events relating to their State's struggle for statehood. This struggle officially began on January 8, 1818, when Hon. John Scott, our delegate to Congress, presented Missouri's petitions for Statehood. The presenting of these petitions marked the beginning of the famous "Missouri Question" in Congress and the Nation—a problem that was not settled until August 10, 1821. The State Historical Society of Missouri and the Missouri Centennial Committee of One Thousand will hold a statewide observance in Columbia on January 8. Knowledge of these events, important in our history, should also be recounted in the public schools of the state.

Therefore, I, Frederick D. Gardner, Governor of the State of Missouri, proclaim January 8, 1918, as Missouri's First Centennial Day. I urge each section of the state to send representatives to this celebration. I call upon the public school teachers of the State to observe this day with fitting exercises in the public schools.

In Testimony Whereof, I have hereunto set my hand and caused to be affixed the Great Seal of the State of Missouri.

Done at the City of Jefferson, this 3rd day of January, A. D., 1918.

FREDERICK D. GARDNER.

By the Governor:

JOHN L. SULLIVAN,

Secretary of State.

Mr. Painter then introduced Dr. A. Ross Hill, President of the University of Missouri, "Chairman of the Afternoon," as:

"One who has come to be a distinguished Missourian, head of that great institution of learning in this city, a man who is building up from day to day one of the greatest institutions in the United States of America—the University of Missouri."

Doctor Hill in the course of his remarks said:

"It seems that Missouri has always brought something to pass in the Nation when she went after it. The memorial petition which is referred to at this celebration today, set going a controversy in America, which led to that great issue which resulted in the admission of Missouri as a state in this great Union. It is interesting to note that at this very hour in the Congress of the United States, Representative Wm. P. Borland, is delivering an address in commemoration of this event under the subject, 'The Americanization of Missouri.'"

Prof. Tudor Lanius, of the University of Missouri, was then requested to sing the pioneer ballad "Old Packingham."

Mr. Wm. R. Gentry of St. Louis, was introduced by Doctor Hill as:

"The grandson of that famous general who lead Missouri troops against the Seminoles in the '30s and whose family has played an important part in the development of the history of this commonwealth."

A scholarly address prepared by Mr. Gentry on "The Missouri Soldier, One Hundred Years Ago," was listened to with deep interest.

The next speaker was Miss T. C. Gecks, President of the State Teachers Association, of St. Louis, who spoke on the subject of "The Missouri School House and Teacher, One Hundred Years Ago."

Capt. J. B. White, President of the Missouri Valley Historical Society, of Kansas City, was then introduced by Doctor Hill as one who had much to do in the development of Missouri industry in the lumber business and other activities of the State.

Captain White's address on "The Missouri Merchant One Hundred Years Ago," was a remarkably complete resume of the work of those men who played such an important part in the industrial life of Missouri a century past.

The last speaker of the afternoon was Rev. M. L. Gray of Chillicothe, whose subject was "The Missouri Preacher, One Hundred Years Ago."

* * * * *

At 4:30 P. M. a reception was held on the Mezzanine Floor of the Tavern and at 6:30 all adjourned to the Tavern Gothic Ball Room where a "Pioneer Opossum Dinner" was served in style of one hundred years ago.

The old-fashioned menu with baked opossum and sweet potatoes, Missouri turkey and corn pone and steamed hominy, together with ginger bread, pumpkin pie, and apple cider, was not only in keeping with the historic occasion, but was equally appropriate in these war times on meatless Tuesday. Pioneer Missouri history was adhered to even in

sweetening the coffee with old Louisiana brown sugar. At the head of each table sat a carver who served the food in old family style. Hundreds of candles in antique candle sticks and candleabras lended a quaint appearance to the historic occasion. Through the courtesy of the D. A. R. of Missouri and its regent, Mrs. Wm. R. Painter; the Kirksville Normal School; and the Military Department of the University of Missouri, scores of National and State flags decorated the walls. All these combined with the historic and patriotic speeches delivered and the old pioneer Missouri ballads of one hundred years ago that were rendered by Prof. Tudor Lanius and Prof. W. H. Pommer, made the evening one of significance.

At the opening of the evening program, the President of the Day, Mr. Painter, made the following announcement, which was received with hearty applause by this gathering of men and women who were so deeply interested in the history of their State:

"A distinguished Missourian, Col. Louis Houck, of Cape Girardeau, will during the coming year make a gift to every first class high school in the State, a set of his History of Missouri and the Spanish Regime in Missouri—five volumes in all. In order to secure these it will be necessary to make application from Superintendent of Schools of Missouri—Uel W. Lamkin."

Mr. Painter made the following remarks which were received with serious thought:

"Today we drank a toast to the President of the United States. Tonight I am going to ask of you just a moment of silent thought. The forty thousand Missourians, one hundred years ago this day, formally asked of Congress admission of Missouri as a State in the American Republic. They were men and women of patriotic ideals and of sturdy determination, as their struggle for statehood showed. We, of the 3,500,000 Missourians today, offer grateful tribute to the memory of those pioneer state-makers. We recall with pride the hosts of Missourians who came after and were worthy of those pioneers, the generations which gave of their thought

and energy to make Missouri a greater State and which have passed away. Let us pause a moment in memory of our honored dead."

Captain J. B. White was then presented as Toastmaster. Mr. White introduced the evening program by reading the following message just received from the Chief Executive of Missouri, Governor Frederick D. Gardner:

To the Members of the State Historical Society of Missouri and
The Missouri Centennial Committee of One Thousand.:

I sincerely regret that the pressure of public business in connection with our various war activities is so heavy as to prevent my leaving Jefferson City at this time.

Fain would I meet with the members of a society that has done and is doing so much in the way of discovering, classifying and preserving facts which shed light upon the early history of this State, and with the members of a committee whose purpose it is to commemorate an historical event so important as her admission into the Union.

I recall that the nub of the prolonged controversy over her admission was as to whether she should come in as a free or a slave state. I have no doubt but that a majority of those whom I now address are descended from Confederate sympathizers, and yet, I know you all join with me in the conviction that the slavery question was settled properly for all time, and that our position in the present war for human liberty is much stronger, more nearly consistent, and more clearly defined than it could possibly have been had the slavery question not been settled as it was.

The celebration of Missouri's Centennial is of surpassingly great importance. We must take advantage of this appropriate opportunity to do honor to those hardy pioneers who first settled here, to the lawmakers who framed Missouri's first Constitution and secured her admission into the Union, and to the statesmen whose foresight and wisdom have made possible material and moral progress.

An old Scotchman who knew more history than any man of his generation, gave it as his opinion that history consisted of the biographies of heroes. If this be true, we have a glorious history in the lives of Benton, Atchison, Green, Bates, Blair, Vest, Cookrell in statecraft; Eugene Field and Mark Twain in literature; See and Eads in Science; Bingham, Beckwith and Wimar in art; Lewis, Clark, Lisa, Ashley and Bridger in exploration; Doniphan, Grant and Pershing in war; Scott, Napton, Leonard, Gantt and Sherwood in jurisprudence.

A study of the lives of these men, and I have named at random but a few of the many who have had to do with the making of the history of Missouri, cannot fail to be an inspiration to all Missourians.

I congratulate the State Historical Society of Missouri and her officers, the Missouri State Centennial Committee of One Thousand, and the public spirited citizens of this State in their purpose to keep alive the glorious annals of Missourians, especially in these hours of trial. Missouri has been fortunate in having a State Historical Society publicly owned and supported by the people of this State, in which are nearly 200,000 books and records of the history of Missouri and the West. Considering years, being only two decades old, it is the largest institution of its kind in the United States, and few equal it regardless of years.

Assuring you I am with you in spirit on this Tuesday evening, the first Centennial date in Missouri's struggle for statehood, and regretting deeply I cannot partake of the "feast of reason and flow of soul," which will exist among so many choice spirits, I am

Faithfully yours,
(Signed) FREDERICK D. GARDNER,
Governor.

Mr. Charles F. Hatfield, Secretary of the St. Louis Convention and Publicity Bureau, was then called upon for a few words on behalf of the St. Louis delegation present at the celebration.

The first address of the evening was delivered by Rev. John Rothensteiner of St. Louis on "The Missouri Priest, One Hundred Years Ago."

Captain White then introduced Dr. H. M. Loeb of St. Louis, Major in the Medical Reserve Corps, U. S. A., who spoke on "One Hundred Years of Missouri Medicine."

Judge John F. Phillips of Kansas City, delivered an address on "The Missouri Lawyer, One Hundred Years Ago."

The other speakers of the evening were Mrs. George A. Still of Kirksville (Mo.), whose address was on "The Missouri Woman, One Hundred Years Ago," and George S. Johns, editor of the St. Louis Post-Dispatch, who spoke on "Missouri Journalism, One Hundred Years Ago."

Owing to the early departure of the St. Louis trains, Dr. A. Ross Hill requested that his address on "One Hundred

Years of Missouri Education" be omitted from the program. Doctor Hill was forced to leave on this train in order to arrive in Washington in time for a consultation with Government officials.

The Columbia Commercial Club of Columbia did much to make the day a success. A valuable souvenir was distributed by the Commercial Club in the form of a little pamphlet, without advertisements, on "Ballads of Pioneer Days in Missouri." Although a comparatively large edition was printed, the demands made for this pamphlet from all parts of the State exhausted the supply in a few days.

The menu for the Pioneer Dinner was kindly prepared for the occasion by Mrs. E. W. Stephens, of Columbia, whose high qualifications in good old pioneer "home economics" are so well known to her many friends.

Through the courtesy of the women of Columbia were obtained the scores of candle-sticks and candleabras, some family heirlooms a century old.

Despite war times and inclement weather, the celebration was a success. The patriotic part performed by Missouri in the present struggle even lended fervor to the historic significance of the day. Missourians love their State, revere her past and honor her dead. Centennials are more than celebrations to a patriotic people. They become dedications to the deeds of the departed, and professions for the progress of posterity. So it was on "Missouri's First Centennial Day."

In the words of Hon. William R. Painter:

"We offer grateful tribute to the memory of those pioneer state-makers.

Let us pause a moment in memory of our honored dead."

MISSOURI-MONTANA HIGHWAYS.

II. THE OVERLAND ROUTE.

H. A. TREXLER.

Few states have done more to settle all sections of the west than has Missouri. Not only did thousands of Missourians actually become settlers of western plain and mountain regions, but the old state was the emporium for forwarding and furnishing with supplies the multitudes of emigrants from other eastern, southern and mid-western commonwealths. St. Louis from the days of Lewis and Clark and Manuel Lisa became the outfitting point for the fur-trade. Her warehouses early became famous. Her strategic location near the mouth of the Missouri gave her a hold on the upper waters of the river and its branches which soon became great highways. Missouri's emigration and trade with the northwest via the Missouri River has been discussed in an earlier paper.¹ This article will consider the relation of Missouri to the Overland route.

When the gold rush to California started in 1849 many adventurers went to the Golden Gate via Cape Horn or over the Isthmus of Panama. These were the usual routes for those living on the eastern seaboard. But the pioneers from the trans-Allegheny region struck straight through the plains over the old fur-trade and Mormon routes to Pike's Peak and Salt Lake. St. Louis prepared as she was with boats and her supply depots could easily accommodate these crowds of emigrants. The steamers carried the gold-seekers to the western border of Missouri, and from there they made for the gold fields of the far west. When the great gold deposits of Idaho and Montana were found in 1862 the emigrants followed the same trails to Salt Lake and from there started north for the new El Dorado.²

¹*Missouri Historical Review*, Vol. XII, No. 2, pp. 67-80.

²For a time what is now Montana was attached to various territories, and finally became a part of Idaho Territory. In 1864 the Montana Territory was organized with its present limits. Gold was discovered in what is now Montana

by the Stuart brothers and Reese Anderson in 1858. Prospectors flocked to this region, but it was not till 1862 that gold was found in paying quantities at Grasshopper Gulch, near Bannack. Later deposits of even greater richness were found at Alder Gulch, and Virginia City at once became the Mecca of the northwest. These camps were in what is now Montana but at the time the whole region was a part of Idaho. At about the same time that the above discoveries were made gold was found in the Florence region of Idaho.

To show the extent to which emigration filtered through Missouri the following figures are illuminating. The Society of Montana Pioneers have collected a very incomplete list of 1,808 pioneers who reached what is now Montana before 1865. Of these 1,474 have left records of their itineraries. Of the 1,474, 1,302 came via the Missouri river or across the plains. Sixty-one of them journeyed from points in Minnesota directly overland, and one hundred and eleven came through Canada or from the Pacific northwest. Many of the latter went first to the northwest from the east via Missouri. Of course not all of the 1,302 emigrants who went overland passed through Missouri, but the vast majority of them did.³

THE OVERLAND TRAILS.

Three main roads led west from Missouri, the Santa Fe trail to the southwest, the Colorado or Pike's Peak trail to the west, and the Overland trail to Utah, California, and the Pacific northwest. The latter alone will be considered here. This route, the so-called "Overland Road," led from the western Missouri towns to Fort Kearney, Nebraska, some two hundred miles west of Omaha, on the Platte river. It continued through Nebraska along that stream and its branch, the North Platte, to Fort Laramie, Wyoming. Here the Utah-California line ran south, crossed the Rockies by the Cheyenne and Bridger Passes, and then via Fort Bridger, Utah, went on to Salt Lake and California.⁴ The road to the northwest, commonly called the "Oregon Trail," extended northward from Fort Laramie, struck the Sweet Water at

³*Register, of the Society of Montana Pioneers*, James U. Sanders, Secretary, (Akron, Ohio, 1899), Vol. I, passim. Only one volume has so far been issued. No figures relative to the pioneers who came after 1864 can be found.

⁴Originally the Utah line left the main road at Julesburg, on the Nebraska-Colorado boundary, and proceeded to Cheyenne Pass. Later Fort Laramie was made the junction point.

Independence Rock, skirted the Wind River mountains, crossed the Rockies by the South Pass, and via Fort Hall, Idaho, just north of the present city of Pocatello, worked on up to the Pacific coast. At South Pass a branch ran down to Fort Bridger, thus giving the emigrants to Salt Lake and California two routes between Fort Laramie and Fort Bridger.

From Fort Hall the Montana road ran north around the Three Buttes, over the Rockies, and down into the gold camps at Bannack and Virginia City. In time the emigrants made a cut-off via Soda Springs, Idaho, a point to the south-east of Fort Hall. Many pioneers went by this route to the gold fields.⁵

But whether going around via Salt Lake or by Soda Springs and the Oregon Trail the traveller was forced to cross the Continental Divide twice, once either by the South Pass or the Bridger Pass in southern Wyoming and again north of Fort Hall as the Rockies make a great bend to the northwest, and for some distance along the present Idaho-Montana boundary run due east and west. In the days of the ox-train and the stage-coach the Rockies were a serious obstacle no matter which pass was chosen. Besides crossing the Rockies twice these old routes were several hundred miles longer than a cut-off directly from the Platte to Montana through north-eastern Wyoming would have been. These roads followed a right-angle rather than a hypotenuse.

To obviate these serious difficulties Montana's first governor, Sidney Edgerton, who had made the toilsome

⁵There are several contemporary maps of the overland trails. The best is perhaps that drawn by Captain John Mullan and inserted in his *Miners and Travellers Guide to Oregon, Washington, Idaho, Montana . . . via the Missouri and Columbia Rivers*, (New York, 1865). This is a large folding map in colors. There is a smaller folding map of the routes across the plains by Captain R. F. Burton in the back of Captain (later General) Randolph B. Marcy's, *The Prairie Traveler, A Hand-Book for Overland Expeditions*, . . . (London, 1863). Mrs. M. J. Carrington (wife of Colonel H. B. Carrington) has a small but good map of these trails in her *Absaraka, Home of the Crows: Being the Experience of an Army Officer's Wife on the Plains* . . . (Philadelphia, 1868). More accessible maps can be found in the back of Frank A. Root and William Elsey Connelley, *The Overland Stage to California*, (Topeka, Kan., 1901); or in Vol. XXXI of *The Works of Hubert Howe Bancroft*, (San Francisco, 1890), p. 695.

journey overland in 1863, in his first message to the first Territorial legislature in December, 1864, suggested that Congress be requested to open a new road to the northwest. "In view of the immense immigration flocking to our territory," said the governor, "I would respectfully call your attention to the importance of the construction of a road to the states more direct than any that have yet been opened. The usual route from the Missouri river, both for immigration and freight, is now by way of Fort Laramie, South Pass and the Lander road, or by the still more circuitous one up the South Platte, through Bridger Pass and Great Salt Lake City. These routes impose upon every person seeking our territory, not only hundreds of miles of unnecessary travel, but the recrossing of the Rocky Mountains. I am sure that a more feasible route can be established to the northwestern states shortening the distance six or seven hundred miles, and avoid the necessity of crossing the Rocky Mountains"⁶

The Legislature, fully in harmony with Governor Edgerton's views and not loath to ask material favors of the national government, acted promptly upon the governor's suggestion. On January 16, 1865, was passed a "Memorial praying for the establishment of a mail route from Omaha or some [other] point on the Missouri river to Bannack City, Montana, Territory." This memorial enlarged upon the dangers and length of the existing roads to Montana, asked for a daily mail service, and promised "a sufficient military force, which can be raised in this Territory" would be furnished "to protect the same." The legislature figured that a more direct route would save eight hundred miles of difficult mountain travel and that "the subject set forth in this memorial . . . [is] a measure of the greatest importance to the development of the immense mineral and agricultural resources of this country."⁷

The request from far-off Montana seemed so reasonable that the federal government acted upon the suggestion im-

⁶*Montana Post*, December 24, 1864.

⁷*Acts, Resolutions, and Memorials of the Territory of Montana, Passed By The First Legislative Assembly, Convened at Bannack, December 12, 1864.* (Virginia City, Montana, D. W. Tilton & Co., 1866), pp. 719-20.

mediately. The Civil War made it advisable to hold all sections of the north as close together as possible.

The favorable action of the government had been anticipated. During the previous year, 1864, two famous frontiersmen, Jim Bridger and John Bozeman, had struck boldly north from Fort Laramie seeking a practicable route to Montana. Bozeman went east of the Big Horn mountains and west of the Black Hills, up the Powder and Yellowstone rivers, and then into the Gallatin valley without crossing the main range of the Rockies at all. Bridger, working further to the west left the Big Horn on his right and entered Montana from the south. For various reasons the Bozeman road was favored by the War Department and in 1866 Colonel H. B. Carrington was sent with the Eighteenth infantry to hold the road open for travel. For two years Carrington held Forts Reno, Phil Sheridan, and C. F. Smith against the hostile Sioux. During these years the majority of emigrants to Montana are said to have come by this route.

But the Sioux bitterly opposed the traffic over their hunting grounds. No emigrants or freight could move over the road without a strong convoy of troops. Many soldiers and emigrants were killed, and Fetterman's command was annihilated. Because of the federal government's lack of firmness the troops were withdrawn in 1868. The Indians then destroyed the obnoxious forts and emigration to the gold fields by this route ceased. The loss of the Bozeman Road was keenly felt by the people of Montana.⁸

⁸Very little has been written on the Bozeman and Bridger cut-offs. A brief account by a pioneer is that of Peter Koch, "Historical Sketch of Bozeman, Gallatin Valley and Bozeman Pass," in *Historical Society of Montana, Contributions*, (1876), Vol. II, pp. 126-39. In her *Absaraka, Home of the Crows*, Mrs. Carrington describes the Bozeman Road and the struggle to keep it open against the Sioux. Mrs. Carrington in a later book, really a second edition of the above, *My Army Life and the Fort Phil Kearney Massacre*, (Second Ed., Philadelphia, and London, 1911), again tells the story of two years of war ending in the Fetterman Massacre. For later accounts of the Bozeman Road see Bancroft, Vol. XXXI, pp. 695-99. Dr. F. H. Garver has written a brief but clear description of all the trails in a paper entitled, *Early Emigrant Roads and Trails Into Montana*. This paper is in the Montana State Historical and Miscellaneous Library at Helena. Joseph Mills Hanson wrote a boy's story of adventure under the dignified title, *With Carrington on the Bozeman Road*, (Chicago, 1912). Although written in the Oliver Optic style it well describes the troubles experienced by the troops in holding the Road.

"BULL" AND MULE TRAINS.

For the journey across the plains the famous Conestoga wagon or "prairie-schooner" was very popular. These heavy wagons continued to be used for freight till the railroads came.⁹ A large part of the pioneers of the early sixties seem to have travelled by ox-train.¹⁰ But the stage-coach was introduced to carry the mails and those passengers who desired a trip of weeks rather than of months.

To move the enormous wagons through sand and over mountain passes horses, mules and oxen were utilized. As horses could not well withstand the rigors of the journey, mules and oxen were generally used. An old pioneer says that oxen were preferable to horses because they were cheaper, they needed little in the way of harness, they did not wander far from the camp at night as did other animals, they were not so easily stampeded by the Indians, and, most important of all, the Indians had little use for oxen, but were anxious to steal horses and mules.¹¹ That oxen were more efficient than other draft animals for the long haul from Missouri to Montana we learn from another plainsman. "Upon good firm roads . . . where grain can be procured, I should unquestionably give the preference to mules, as they travel faster, and endure the heat of summer better than oxen . . ." wrote Captain Marcy, who had years of experience on the western plains, "but when the march is extended to 1,500 or 2,000 miles or over rough sandy or muddy road, I believe young oxen will endure better than mules . . . Besides they are much more economical . . . Oxen are less liable to be stampeded and driven off by the Indians and can be pur-

⁹For descriptions of the freight wagons see Marcy, *The Prairie Traveler*, pp. 8-10. A good account of them can also be found in the Reverend E. J. Stanley, *Life of Rev. L. B. Stetler, or Sixty-five Years on the Frontier*, (Nashville and Dallas, 1917), pp. 175-84.

¹⁰"More than a third of the people who came to the mines came with ox-teams," said an observer at Bannack in 1864-5. D. K. Thomas, *Wild Life in the Rocky Mountains or the Lost Million Dollar Gold Mine*, (n. p. 1917), p. 168.

¹¹David Hilger, "Overland Trail, 1867," in *Montana Historical Society Contributions*, Vol. VII, pp. 261-62.

sued and overtaken by horsemen, and, finally, they can, if necessary, be used for beef."¹²

All writers agree that oxen were much cheaper than other draft animals. Captain Marcy says that "a team of six mules costs [1863] six hundred dollars, while an eight-ox team only costs upon the frontier about \$200."¹³ Other

¹²*Ibid.*

contemporaries put the price of oxen considerably higher, but still much less than that of mules or horses. One old frontiersman recorded in his diary in 1862 that he bought oxen for \$105 a yoke at Fort Benton "with yoke and chains thrown in."¹⁴ Another pioneer, Robert Vaughn, in 1866 paid from \$130 to \$160 per yoke in gold in Virginia City.¹⁵ A pioneer lady when at Plattsmouth, Nebraska, on May 29, 1865, wrote in her diary, "Mr. Kerfoot has sold Guss' wagon and team (three yoke of oxen) for \$550, a good price every one says."¹⁶ Captain Mullan wrote in 1864 that at Fort Benton mules sold for \$100 to \$150 each, horses from \$50 to \$75 each, and oxen from \$100 to \$125 per yoke.¹⁷ Thus as ox-teams were cheaper than mules and more serviceable than horses they came to be used to a great extent on the overland journey.

Although very dependable, oxen made slow progress across the plains. Hilger says that a day's travel was from twelve to twenty miles, the amount of ground covered depending on the distance between water supplies and pasture.¹⁸ Granville Stuart, who came to the northwest in 1857, told me that a "bull-team" usually could travel fifteen miles a day, but that in case of necessity they could go farther. "In 1864 I started with a party from Kansas City for Montana

¹²*The Prairie Traveler*, p. 10.

¹⁴*Diary of James Henry Morley in Montana, 1862-1865*, (228 typewritten pages; in Montana Historical Library), p. 17.

¹⁵*Then and Now, or Thirty-six Years in the Rockies*, (Minneapolis, 1900), p. 113.

¹⁶Sarah Raymond Herndon, *Days on the Road Crossing the Plains in 1865*, (New York, 1902), p. 56.

¹⁷*Miners and Travellers' Guide*, p. 7.

¹⁸*Overland Trail*, 1867, p. 262.

via Soda Springs," said another pioneer, "We had five wagons with four yoke of oxen to the wagon. The wagons carried from 3,000 to 3,500 pounds each. We made only about ten miles a day. In five months we reached Virginia City. Only three yoke were left per wagon when we arrived. We got twenty-five cents a pound for bringing the freight through."¹⁹

On reaching Montana the oxen were sold to freighters who worked from the gold camps to Fort Benton, the Missouri river steamboat terminus, or to those freighting east via Salt Lake or the Bozeman Road. Many of them were sold for beef. "The cheapest . . . food used in the mines was beef," says a visitor at Bannack in the sixties, "After their arrival [from the journey overland] the oxen were turned out to grass to fatten and were soon ready for beef."²⁰ Scarcity of buffalo and other food made the use of oxen all the more popular. Many a pioneer was saved from starvation by consuming a part of his ox-team.

The trip from Missouri to Montana by ox-train was long, tedious, and often dangerous. Indians and "road-agents" infested almost the entire route. During some seasons no caravans were allowed to go through unless under a strong convoy of troops. In his diary Reverend L. B. Stateler, the pioneer Methodist missionary, describes his experience in a company of one thousand emigrants who came up the Bozeman Road in 1864 under Jim Bridger's protection.²¹ The same year R. F. Wilkinson went from Brunswick, Missouri, to St. Joseph where he joined a caravan of two hundred and fifty wagons which was bound for Fort Laramie and the Bozeman Road. The company suffered annoyances throughout the journey. There was a constant fear of Indian attacks. Game was scarce and the fish refused to bite. No fuel was to be found for a large part of the trip save sage-

¹⁹Statement made to me by Mr. G. A. Wolf, president of the Western Montana National Bank of Missoula.

²⁰D. K. Thomas, *Wild Life in the Rocky Mountains*, p. 168.

²¹Stanley, *Life of Rev. L. B. Stateler*, pp. 175-84.

brush and buffalo chips. The water was often so strong with alkali that the oxen were given bacon as an antidote.²² While on the journey across the plains and over the mountains many of the pioneers passed through sufferings which well proved the "stuff that was in them."

The length of time spent en route varied considerably because of Indian attacks, accidents, amount of freight carried, state of the weather, etc. Colonel Word left St. Louis on May 7, 1863, for Montana via Salt Lake and Snake river. On October 3, after nearly five months of travel with three yoke of oxen, he reached Virginia City.²³ A party containing William Rae and Mrs. J. N. Brooks, on May 4, 1864 started from Carroll county, Missouri. They reached Council Bluffs on May 25, Fort Laramie July 4, South Pass August 3 and arrived in Virginia City on September 4—a journey of just four months.²⁴ Another party, driving oxen and horses left Plattsmouth, Nebraska, about twenty miles south of Omaha, on May 15, 1865, and reached Virginia City, via Soda Springs, on September 5.²⁵ Two of Montana's most famous pioneers, Mr. and Mrs. James Fergus, reached the gold camps by ox-team in 1864, "after four months of hardship and suffering."²⁶

Of course the journey to Montana around by the old road through Utah consumed considerably more time than the various cut-offs. Judge Woody started from Leavenworth as a "bull-whacker" on June 5, 1855, and reached Salt Lake City on August 15. He wintered in Utah, and "early in

²²Raleigh F. Wilkinson's Account, as dictated to A. J. Noyes, (12 typewritten pages; in the Montana Historical Library), pp. 1-7.

²³Samuel Word, MS *Diary of a Trip Across the Plains From St. Joe, Mo., May 7, 1863 to Virginia City, Mont., October 3, 1863*, (not paged; in Montana Historical Library), passim.

²⁴Register, *Society of Montana Pioneers*, Vol. I, pp. 98, 112. George D. Thomas left Omaha on June 1, 1864 and reached Bozeman on September 10. *Ibid.*, p. 116. Mule teams seem to have made better time than ox-teams. The *Montana Post* of August 28, 1868 states that Jacob George's mule team had just arrived in Helena with ten tons of clothing, having made the trip from Fort Laramie in forty days.

²⁵Herndon, *Days on the Road*, passim.

²⁶Mrs. S. C. Gilpatrick, "Biographical Sketch of Mrs. James Fergus," in *Montana Historical Society Contributions*, Vol. IV, p. 188.

September," 1856, found another ox-train and started for Montana, whose present southwestern border he crossed on October 1.²⁷ Ex-United States Senator W. A. Clark of Montana was five months driving a six-yoke team from Atchison to Denver in 1862. The next year he left Denver on May 4, and went first to Fort Laramie and then via Soda Springs and Fort Hall reached the Montana line on July 4, 1863. His account is very illuminating. There were a hundred well armed people in his caravan.²⁸

A large number of emigrants who came across the plains with ox-teams walked most or all of the way. They plodded along beside the wagons and encouraged the animals with goads. Scores of Montana pioneers hired themselves out as "bull-whackers" to pay the expenses of the trip as food was high and the price of a ticket by the stage or by river steamers was almost prohibitive. Although great quantities of freight were brought overland, still more came by river boats. While in Montana in 1865 Richardson figured that 60% of the goods brought into the gold camps came from St. Louis via the Missouri river, 20% came overland from California, and the other 20% was freighted across the plains from Missouri, Kansas and Nebraska.²⁹

The price charged for this freighting we would consider very high today when the rate is somewhat under one cent per ton-mile. It has been stated above that Mr. G. A. Wolf received twenty-five cents a pound for bringing freight from

²⁷Frank H. Woody, "How an Early Pioneer came to Montana, and the Privations Encountered on the Journey," in *Montana Historical Society Contributions*, Vol. VII, pp. 138-64.

²⁸*Early Days in Montana, Being Some Reminiscences Dictated by Senator William A. Clark and Written Down by Frank Harmon Garver*, (9 typewritten pages; in Montana Historical Library), pp. 1-2. Another Montana pioneer accomplished the journey from Denver to the gold fields between August 23 and October 19, 1863. "Journal of N. H. Webster," in *Montana Historical Society Contributions*, Vol. III, pp. 301-2. Thirty-one itineraries, made chiefly by army officers, can be found in Marcy's *Prairie Traveler*, pp. 181-251. They give the mileage, description of each day's travel, etc. They cover trips southwest, west, and northwest from the Missouri river ports and various excursions between several of the western posts. They were all made before 1863.

²⁹Albert D. Richardson, *Beyond the Mississippi, From the Great River to the Great Ocean*, (Hartford, 1867), p. 482.

Kansas City to Montana in 1864. There seems to have been no regular tariff, each freighter receiving what he could get by special contract. "On the 15th of July [1865] a train left Atchison for Colorado with seventeen large steam boilers," writes an old plainsman, "and soon thereafter a train of six-mule wagons started for Virginia City, Montana, carrying 150,000 pounds of machinery, the freight on which was twenty-two and a half cents per pound."³⁰ During the same year one Forbes hauled five wagons of merchandise from Salt Lake to Helena for \$5,000 in "good clean gold-dust."³¹

Although most of the overland freight was carried by individual teamsters, large companies were organized at different times who posted regular schedules of departure. In 1863 the "Butterfield Overland Despatch" was started for the purpose of carrying freight on a large scale. The troops were ordered to protect its line of travel. Butterfield had little success and the next year the great state magnate, Ben Holladay, took over his lines. After varying success Holladay in turn disposed of his property to the Wells Fargo interests. When the Union Pacific was completed in 1869 these wagon-train companies succumbed as they could not meet the railroad freight rates.³²

The completion of the Union Pacific not only made travel quicker and rates cheaper, but also shifted the source of supply. Its competition drove the steamers from the Missouri and freighters from the plains and thus not only changed the means of transportation but also turned the western

³⁰Root and Connelley, *The Overland Stage to California*, p. 399. Root was for years an employee of the Postoffice Department and made thirty-two trips from the Missouri river to the Rockies. Although he does not give the tariff for different classes of freight between Missouri and Montana, he remembers the rates on various goods between Atchison and Denver. They were, per pound: Flour, 9 cents; tobacco, 12½ cents; sugar, 13½ cents; bacon, 15 cents; dry goods, 15 cents; whiskey, 18 cents; glass, 19½ cents; trunks, 25 cents; furniture, 31 cents. *Ibid.*, p. 303.

³¹*Story of Frank H. Adkins*, as told to A. J. Noyes (7 typewritten pages: in the Montana Historical Library), p. 1. During the sixties gold-dust was at a premium in Montana as gold coin was in the East. At one time it took four dollars in currency to equal one in dust. See H. A. Trexler, "Gold Dust and Greenbacks in Early Montana," in the *Overland Monthly* for July, 1917, pp. 63-67.

³²*Ibid.*, p. 19.

trade into new channels. The enormous shipments of St. Louis to the west and northeast suffered a serious decline. Senator Benton and others for years fought for the projected railway to the Pacific to run through Missouri and Kansas. But the Chicago interests won and Omaha and Council Bluffs were made the termini of the Union Pacific. The Northwestern and other roads connected with the Union Pacific at Council Bluffs and gave the Chicago merchants a direct all-rail route to Salt Lake and the Pacific coast.

To show how the Union Pacific affected the trade of St. Louis the following figures are interesting. According to a government report the new road during its first year, 1869, shipped 1,125,960 pounds of freight to Montana.³³ In 1870 these shipments were increased to 6,898,732 pounds, and the following year to 7,501,280 pounds. In 1872, 6,129,644 pounds went by this route to Montana, and in 1873, the year of the financial crash, "about" 6,000,000 pounds.

During these years the St. Louis shipments to Montana fell off enormously. In 1870 the St. Louis merchants sent 13,000,000 pounds of goods to Montana "via all routes," During the following year but 10,000,000 pounds were shipped, and in 1873 only 6,000,000 pounds.³⁴

THE STAGE COACH.

Most of the early pioneers made the trip overland on foot behind ox or mule-teams. But many later emigrants, not encumbered with goods and provided with sufficient funds with which to buy a ticket, preferred a quicker method of travel. To accommodate such emigrants, Samuel H. Woodson in 1850 started a monthly stage service from Independ-

³³As the Union Pacific was not opened for through traffic till May 10, the above figures are not for the entire year 1869.

³⁴Captain William A. Jones, (U. S. Engineer), *Report upon the Reconnaissance of Northwestern Wyoming including Yellowstone National Park, made in the Summer of 1873*, (Washington, Government Printing Office, 1875), p. 57. The author claims to have gained these figures from the records of the Union Pacific Railway.

ence, Missouri, to Salt Lake. In order that his business should have a regular return he also took the mail contract.³⁵

Woodson was followed by a succession of mail contractors, McGraw, Kimball and Company, John Hockaday, and others. Because of almost continuous Indian troubles, and an attempted service which was too elaborate they had very poor success. They endeavored to out do one another in fine coaches and fast horses. Many animals were killed and an enormous number ruined in a short time by these ambitious transporters. In 1859, Russell, Majors and Waddell, and two years later B. M. Hughes of St. Louis tried to make the mail contract pay, but failed. In 1867 Ben Holladay took over the Butterfield and other lines and called his gigantic properties the "Holladay Overland Mail and Express Company," commonly called the "Overland Stage Line."³⁶ Later Wells Fargo and Company bought up most of the overland stage lines. However, the completion of the Union Pacific in 1869 made the whole stage system worthless except where the coaches were used as feeders of its line.

Various Missouri river towns held in turn the position of terminus for the stage lines. Independence, Leavenworth, St. Joseph, Atchison, and Omaha at different times received the larger part of the passengers and freight from the St. Louis steamers and forwarded them to the west. When, in the late fifties, the Hannibal and St. Joseph railway was completed, St. Joseph as the mail terminus farthest west had a great advantage. Later as a transfer point Atchison was prominent because the government favored it in forwarding the mails. But in any case, be the stage terminus where it would, St. Louis held its place as supply station. Not until the Union Pacific commenced to work west of Omaha

³⁵Root and Connelley, *The Overland Stage to California*, p. 1. The story of the overland mail is one deserving exhaustive treatment. It is not the purpose of this paper to go beyond the matter covered by the title. For discussions of the mail routes of the west see *Ibid.*, chs. i, ii, v. Good descriptions of the "Pony Express" are those of a Postoffice official, John W. Clamplitt, in his *Echoes from the Rocky Mountains*, (Chicago, 1890), ch. ii; and the unequalled narrative by Mark Twain in his *Roughing It* (2 vols., Authorized Uniform Edition, New York, n. d.), Vol. I, ch. viii.

³⁶Root and Connelley, *The Overland Stage to California*, ch. i, ii.

did the merchants of St. Louis suffer. The Union Pacific crossed the Missouri from Omaha to Council Bluffs and met the Chicago and Northwestern. When the former line built west of Omaha first Fremont, then Kearney, and later Laramie became the points for transferring passengers and freight from the railroad to the stage and wagon-trains.

When the Union Pacific at last reached Utah the emigrants and freight left the trains at Corinne and followed the old route via Fort Hall to Montana, a distance of about five hundred miles.

The old Concord coach, still exhibited as a relic in many western towns, was the chief vehicle for overland passenger, express and mail service. It held about a dozen passengers and some hundreds of pounds of mail and express. It was stoutly made and quite expensive.³⁷

The stage ride from the Missouri river towns to Montana was not so long as that by other means of travel before the coming of the railroad, but nevertheless it wearied the patience of most of the passengers. Mark Twain writes that his coach normally made one hundred and twenty-five miles in a day of twenty-four hours.³⁸ Langford states that he regular run from Atchison to Helena was twenty-two days, but that it usually took longer, his journey in 1864 consuming thirty one-days and nights.³⁹ In the *Rocky Mountain Gazette* (Helena) of September 1, 1866, Holladay advertised that he could take passengers from Helena to New York via stage and railway in eighteen days, "two days ahead of the mails." Another stage magnate, A. J. Oliver, in the *Montana Post* of September 24, 1864, advertised a four days run from Virginia City to Salt Lake. He boasted that this was "actually ahead of any other line from twenty to twenty-eight hours."

³⁷For descriptions of the stage-coach see *Ibid.*, p. 49. Root says they were made to carry from eleven to fourteen passengers. "I once," he writes, "made the trip from Denver to Atchison when there were fourteen passengers besides the driver and myself." *Ibid.* Mark Twain describes the coach in his *Roughing It*, Vol. I, p. 21.

³⁸*Ibid.*, vol. I, p. 70.

³⁹Nathaniel Pitt Langford, *Vigilante Days and Ways, The Pioneers of the Rockies, The Makers and Making of Montana and Idaho*, (A. J. Noyes Edition, Chicago, 1912), p. 519.

Along the main line of the overland stage route stations for changing horses were established every twelve to fifteen miles. Here the stage company was forced to keep a number of men, several changes of horses, and forage which it was necessary to freight in from the east or the west. For the dubious comfort of the passengers eating places were located from forty to fifty miles apart.⁴⁰ Food at these restaurants was much poorer than that furnished gratis to passengers on the Missouri river boats. "Meals of bad beans, sour-dough bread, and coffee universally cost a dollar along the stage lines." says Granville Stuart.⁴¹

A good description of a stage trip to Montana is that told by Richardson who in 1865 boarded a coach at Salt Lake City. After five days and four nights of hard travel, with at least one up-set, he reached Virginia City. He says that travel by day was bad enough but that keeping it up twenty-four hours, day after day was nerve-racking. In a semi-serious way he tells how the incessant jolting and inability to get exercise caused "stage craziness." Passengers at times became so deranged that if not watched they actually fled the coach and died of exposure in the wilderness.⁴² Richardson's tale may be overdrawn but no one can deny the possibilities of a trip of such length, danger and monotony.

The Montana stage line of the Holladay company was advertised in 1864-5 to run tri-weekly from Virginia City and Bannack to Salt Lake. It carried the mails and connected with the daily stages between the Missouri river and California.⁴³ Holladay had various competitors at different times. It was said that but for the opportune discovery of gold in the northwest in 1862 he would have been ruined. An idea of the magnitude of the overland staging business can be gained from the following note which appeared in the *Montana Post* of October 6, 1866: "The Overland Mail from the Missouri River to Salt Lake, Idaho, and Montana, em-

⁴⁰*Ibid.*, pp. 518-19.

⁴¹Oral statement of Mr. Stuart.

⁴²*Beyond the Mississippi*, pp. 475-78.

⁴³*Montana Post*, September 24, 1864, to September 30, 1865.

plays 700 men, 1,500 horses, 70 mules, 80 mail coaches, 20 express wagons . . . and freight wagons. They carry to 250 stations."

The passenger fare from Missouri west varied at different times, but Root says that the "advance in rates of fare from time to time seemed to make very little difference in extent of the passenger traffic."⁴⁴ The adventurous spirits who flocked to the west for gold, trade, or travel, were willing to pay the exorbitant prices asked in order to escape the tedious journey of from two to five months by river or by ox and mule-train. The expense of carrying passengers was doubtless enormous. The wear and tear on expensive coaches and animals, Indian depredations, and the high cost of food for both employes and horses were a few of the stage owner's problems. McGraw is said to have failed by taking passengers from Independence, Missouri, to Salt Lake for \$180 and to California for \$300.⁴⁵

We would consider the fare from Missouri to Montana as very high, although the passengers of the sixties seem to have offered little complaint. In 1866 a ticket from Atchison to Virginia City was \$350.⁴⁶ Writing from the latter place on May 21, 1868, Bishop Tuttle, in a letter to his wife, said that Wells Fargo and Company had just reduced the Omaha-Virginia City fare from \$330 to \$250; that from Salt Lake to Virginia City from \$120 to \$100, while the rate from

⁴⁴The Overland Stage to California, p. 50.

⁴⁵*Ibid.*, p. 2. In 1858 Butterfield took passengers from St. Louis to Santa Fe for \$100, gold. *Ibid.*, p. 19. The gold rush to Montana and Idaho brought the price from the Missouri river ports to Denver up to \$175, "when the highest point had been reached." *Ibid.*, p. 42. In 1863 the fare had been but \$75 to Denver, \$150 to Salt Lake, and \$225 to California. Two years later the fare to Salt Lake was raised to \$350. *Ibid.*, p. 50.

⁴⁶*Ibid.*, p. 50. Root asserts that at one time a ticket from Atchison to Helena cost \$525. *Ibid.*, p. 488. Granville Stuart told me the following story: "In the winter of 1865-66 with eight others I gave \$500 in clean dust for the stage ride from Virginia City to Atchison, from whence we went to St. Louis on the Hannibal and St. Joseph railroad. When I got to St. Louis I found that my \$500 in gold-dust was worth \$1,480 in currency. In addition we had a bad trip and paid a dollar for every meal we ate during the twenty-eight days on the road. That was the most expensive ride I ever heard of."

Salt Lake to Omaha remained \$150.⁴⁷ The *Montana Post* of August 21, 1868, advertised the Wells Fargo rates to be \$261 from Helena to Omaha, \$236 from Virginia City to Omaha, and \$120 from Helena to Salt Lake. This quotation would mean a still further reduction of fares during the year 1868.⁴⁸

The travelers by stage were allowed to carry twenty-five pounds of baggage free. The following advertisement appeared in the *Montana Post* of September 24, 1864: "Passengers allowed twenty-five pounds of baggage in treasure, or anything they may choose to carry." When Bishop Tuttle in 1868 returned to Montana with his wife he was charged sixty cents a pound excess from Salt Lake to Helena. As a result the bill for Mrs. Tuttle's "necessary baggage" was \$195.⁴⁹ Evidently the clergy were not favored by the transportation companies in pioneer days.

When the Union Pacific was completed the passenger rates as well as the freight tariffs became lower. A ticket from Helena to Omaha, which had formerly cost \$250, now was but \$126.75, and from Virginia City it cost but \$116.75. A second class ticket could be bought for twenty per cent less than the above figures. The passengers were taken from the Montana towns to Corinne, Utah, by stage and thence to Omaha by train. Through tickets were sold from Montana to either coast.⁵⁰

As the stage lines could not compete with these rates and as the passengers refused to patronize them any longer, the stage coaches were removed from the whole Overland route

⁴⁷D. S. Tuttle, D. S., D. D., LL. D., *Reminiscences of a Missionary Bishop*, (New York, 1909), p. 185.

⁴⁸At times severe competition or lack of business seemingly caused the making of excursion rates as the *Montana Post* of September 24, 1864, gives a rate of \$25 from Virginia City to Salt Lake by the Holladay company. The same concern in the *Montana Post* of October 13, 1866, advertised a rate of \$75 in "bankable dust" from Helena to Salt Lake.

⁴⁹*Reminiscences of a Missionary Bishop*, p. 214.

⁵⁰*Weekly Mountainian*, (Virginia City), August 7, 1873. The second class rates from Helena and Virginia City to Omaha were \$100 and \$90 respectively. The stage rates from Helena to Corinne was \$60, and from Virginia City to Corinne \$55. The railroad from Utah to Montana was not completed till 1880. It reached Butte in 1881.

between the Missouri river and California. But until branch railways were built they still continued as feeders of the Union Pacific. Although they are still used in many of the remoter western communities, the romance of staging has passed. These old cumbersome vehicles, without which no picture of early western life is considered complete, no longer rock and jolt over the long tedious mountain roads. The guard no longer sits on the box with a rifle across his knees and Colt's revolvers in his boots or belt.

Since the stage could not compete in schedule, price, nor convenience with even the primitive railroads of the sixties, it had to go. Like the ox-team and the river boat, the Concord coach had served its purpose and was forced to give way to a mode of transportation that could keep pace with the demand of a rapidly growing, exacting and ambitious western population.

GOTTFRIED DUDEN'S "REPORT," 1824-1827.

TRANSLATED BY WILLIAM G. BEK.

THIRD ARTICLE.

THE FOURTEENTH LETTER.

Montgomery (County), September, 1825.

"I have encountered some inconvenience, which with better information might have been avoided. When I landed on the American coast, I did not know the latest law concerning the sale of public lands. I thought that the land which was offered for sale could be entered at the price of \$2.00 per acre, and that possession could be taken at once, remitting the purchase price, in part at least, during the following four years. I had calculated thus in my money matters, and was far in the interior, before I learned that the purchase price of land had been reduced to \$1.25, to be sure, but that the entire amount had to be met at the time of the purchase. I was so charmed with the pieces of land which I had selected, that I did not wish to wait for the arrival of new supplies of money. My cash on hand was thus very much reduced. I did not delay writing to Europe at once (in November of the past year), and had a right to expect the arrival of funds by the end of March. Unfortunately the letter was lost. Altho a loan by a friend in Baltimore spared me real embarrassment, nevertheless the entire summer passed by without my being able to make my place habitable. However, the time has not passed by wholly unutilized. I have had opportunity of learning all sorts of things that further my purpose. As a sample of such experience I wish you to consider the following account, in which I will tell you what happens, when the American betakes himself from the already settled into the so-called wild parts, in order to found a new home.

"During this season of the year, there arrive daily numbers of immigrants from Kentucky, Ohio, Virginia, Penn-

sylvania, etc. If these people had to travel in European manner, their desire for emigration would soon vanish. However, all that is done differently here.

"An agriculturist, commonly called farmer, who has sold his property advantageously, say in Pennsylvania or Virginia, turns his glance instinctively to the western states, to the lands belonging to the Mississippi basin. Usually he makes a tour of inspection before he undertakes the trip, unless he has been sufficiently well informed by reliable friends. For the time being he leaves his family behind, going on horseback, to look out, usually in company with other persons who are pursuing the same purpose as he is. This is done in the spring, sometimes also in the autumn. After his return the plan of emigration is more definitely determined, and is always carried out in the autumn season, on account of the prevailing fine weather.

"A large farm wagon (and if the needs of the family require it, several) are loaded with the household goods, which are stored away in such a manner that a part of the covered space of the wagon is reserved for the travelers. In addition to the household goods, tents and provisions such as smoked pork, beans, peas, rice, flour, cheese and fruit are taken along, and, for at least the first few weeks, bread for the passengers and maize for the work horses. Thus the migration is begun. Sometimes the owner rides with his wife and children in a separate wagon, sometimes in a coach. or he may ride on horseback. If he owns male slaves, one of these acts as driver, otherwise he himself or some other member of his family attends to this. On the entire journey, which may extend over 1,200 miles they never think of stopping at an inn. At noon, while the horses are being fed, the operations of the kitchen also begin. The vicinity of a spring or a brook is usually selected as a stopping place, and the travelers sit in the shade or in the sun, just as the weather conditions may invite. A fire is quickly made and the operations of preparing a meal proceed just as they would at home. In the evening more attention is paid to the selection of a camping place. If there is need of cooking utensils or of

victuals, halt is made near a farm house. Tents are pitched, especially when the weather is rainy. Some of the party busy themselves with the animals, for if the journey is not too great, cattle are taken along too, others are busy with the kitchen, and finally the night's lodging is prepared. Wherever the wagon-train stops the people obligingly grant whatever is asked for. Household utensils are loaned, provisions are sold cheaply, and to the horses and cattle pastures are assigned, unless the owner should prefer to leave them in the open. The latter plan rarely offers any difficulties. Usually it is only necessary to put a bell on the leader of the herd and to hobble his feet so as to make walking somewhat difficult. The animals are tired and hungry and will not easily leave a good pasture, moreover, a well trained dog would soon find out their tracks. Nevertheless there are instances where such animals take advantage of every moment of freedom to run back to their old home. No distance and no stream can hold them back, and straight on, even thru great forests, they know how to find their old homestead. In my neighborhood are two oxen which have come back 100 miles and have swum thru the Missouri to get home again. A horse came back from Franklin, a distance of 120 miles. Horses are not as ready as cattle to swim thru great streams. For this reason ownerless horses are always to be found on the point where the Missouri and the Mississippi join. These horses have run away from the plantations on the upper course of the river and are trying to get back to their old homes in Kentucky, Ohio, Virginia, etc.

"From the latter part of August to the middle of December such migrating families encounter no hindrances. All along the way, from the most eastern range of the Alleghany mountains to Missouri, there is no want of inhabited places where they can supply themselves with the necessities of life. The danger of robbers is almost unknown, and I know of not a single instance of such a train of movers being attacked. The roads are everywhere in such a condition that freight wagons are able to get thru. Moreover, an American traveling in this manner always has an ax with him,

and a few bad places are soon repaired, or he chops for himself a new road thru the woods. A delay of a few hours is of no consequence to such a person whose expenses of the journey are no greater than they were at home. Truly, I should have been delighted to have traveled in such a manner. Like all individual travelers, commercial agents for example, I was obliged to frequent the inns. Every evening we had to unload our wagon and reload it again in the morning. This sort of inconvenience is unknown to a household on wheels. Such a household always has the same beds and the same service thruout the whole journey. The best inns cannot compensate for that. During the spring the precipitation is great and the roads are then worse. In the summer it is too hot. This is especially true of the months of June, July and the first part of August.

"You are perhaps surprised that I have not made mention of the summer season in Missouri, since I had manifested my concern about it in a former letter. I will say for the time being, that as my first winter was usually mild, so my first summer was called unusually hot and dry. Really, the Fahrenheit thermometer did register 104° in the shade (about 32° Reaumur). However the nights were usually cool, and I enjoyed the best of health. In the future I shall have opportunity to speak more of this, for today I request you to follow the migrating Americans.

"As soon as the migrating family has arrived at the site of the new homestead, they stop near the spot where the buildings are to be erected, and build an enclosure for the temporary protection of the household goods and the tents, which are now pitched for a longer time. The enclosure is necessary to keep the cattle of other settlements away. In this enclosure the young calves are also kept, in order to cause the cows, which graze out in the open, to come home regularly. These cows supply the family with milk and cream without requiring the least attention or care. For the house a site near a good spring or brook is preferably selected. Over the spring a small house is at once constructed, in order to

prevent the pollution of the water, and to afford a place to keep milk, butter and meat cool.

"The next concern is the building of a dwelling house, which is done in a manner already described by me in an earlier letter. The timbers are not hewn, however, for at first only a barn-like structure is intended, for a temporary shelter. For the negroes a similar building is erected, then a barn and a small building to serve as a smoke-house. The trees are felled near the building site, to which they are dragged by horses or oxen. The raising of the house is done with the aid of the neighbors, if the hands of the family are not sufficient for this purpose. Buildings of this nature, however, do not require more than four or five workmen. Boards are cut for the doors and the floors. For the latter trees are sometimes split in two, for which purpose the ash and hackberry trees (*Celtis crassifolia*) are especially suited. The hearth together with the chimney are made, in the simplest manner possible, of wood, which is lined with stones on the lower, inner side and daubed with mud in the upper portion. When the chimney is half a foot higher than the gable of the house, the smoke will not bother in the least. Danger of fire depends entirely upon the condition of the rock lining and the clay coating.

'He who despises such a dwelling does not know the nature of the local climate. I have been in many such dwellings, where cleanliness and good furniture afforded an extremely pleasing effect. Many families desire no other house, altho they live in easy circumstances, indeed in affluence. What I have to criticise about these houses is the fact that they usually have no cellar, so that in the summer time the humus earth under the rough floor gives out a mouldy odor, which, tho it is rarely offensive, nevertheless is manifestly not conducive to good health. A floor constructed by a carpenter removes this inconvenience completely. He who does not wish to go to this expense can attain practically the same end by first removing the humus earth from the building site, or by burning the wood of the clearing on the spot and thus baking the ground.

"When the work of building is ended, which requires hardly more than two or three weeks, the family already feels much at home, and then the clearing of farm land is begun. Usually they begin by fencing in a selected tract, in order to use it as a temporary pasture for the horses and oxen which must be kept in the vicinity for work.

"Nothing is more erroneous than the ideas which the European entertains about the difficulties connected with the transformation of forest into farm land. Even Volley speaks of four years which a farmer requires to clear a small piece of land. As a denial of all adverse portrayal I wish merely to state, that here, where day labor amounts to 62½ cents per day, the whole work connected with a single acre does not exceed the sum of \$6.00, provided that the piece contains from four to six acres, otherwise the enclosure, which is reckoned in with the rest, would cost too much. With this work done the field is ready for the plow. If the work is done by slaves, which are owned, or which are hired, the whole can be done much cheaper still. Of course, the expense of grubbing out the tree stumps is not included in the above figures. Such an undertaking would be laughed at here. Only bushes and shrubs are removed with their roots. There is no heath in this region and consequently no heather. On the other hand there are, here and there, in treeless spots, many hazel bushes and blackberry bushes. Thick trees are never cut down. Only trees of one foot in diameter or less are hewn down, and these are cut so low that the whiffletree of the plow are not interfered with by the stumps. All thick trees are simply 'killed,' that is they are girdled, as a consequence of which most of them die within two weeks, and neither draw sustenance from the soil nor shade it any more. I said most of the trees, and here I mean the different varieties of oak, ash and walnut trees. In case of the linden tree the bark must be peeled off for some distance, and there are other varieties of trees that do not die until the third year. To these belong the plane tree and the cottonwood (*populus Canadensis*) which is common in the river valleys. However, by the process of girdling, their

vitality is from the very first impaired, so that they do not injure the crop. Since the maize, the cotton, tobacco and sweet potatoes, and many other vegetables are planted in rows, far apart, the dry trees do not interfere with their growth. The thick trees rarely stand so close together that they interfere with the wheelless plow, and the thinner ones, as I have said before, are hewn down. The crop having thus been provided for, the dry trees can be removed by and by and used as fuel. But even at the time when the buildings are being erected, it is customary to select such pieces of land as are desirable for fields, and to select the building material on them. Such trees as are suitable for making fence rails are also selected from such tracts. The stumps decay soon, and in twelve or fifteen years have disappeared entirely. Many of the dead trees are brought to earth by the wind and the process of decay. The crop itself is injured very little thereby, and the possibility that man and beast might be crushed by such falling timbers is never taken into consideration. In the forests themselves there is too much dead timber for the people not to be cautious. During every severe wind storm, during every season of continuous dry weather, and during every violent rain storm, all of which agents loosen the roots of dead trees, sometimes within the period of twenty-four hours more than fifty tree trunks may be heard crashing to the earth, at no great distance from the homestead, occasionally amid a terrific uproar, and yet hardly an instance can be sighted in which domestic animals which were left in the open had been injured. Their cautiousness, especially in the case of horses, is indeed remarkable. During stormy weather they seem to avoid the dead trees, and if they are ridden, or if they are working in the field, the slightest crackling noise makes them restless. Moreover, the people are not so reckless, and in stormy weather the work among the dead trees is postponed.

"I am told that the cold weather prevents work in the open for not more than two days in succession. Even in January it is not always unfavorable for the grubbing out of the tree stumps. It is evident that in a country where

horses, cattle, even the young calves not excepted, and swine can spend the whole winter in the open, the climate can not be very severe.

"It is remarkable to see how all domestic animals accustom themselves to return to the farm yard. Milch cows, of course, are made to return by penning up their calves. Because of this reason the calf is always given in with the bargain when a milch cow is sold. Calves are never slaughtered, if for no other reason than that they grow up without any attention or expense. The cows return at regular intervals during the day, and sometimes wait for hours to be admitted into the enclosure where their young are kept. A little maize is given them at milking time but then they are again turned out to provide for themselves. When the ground is covered with snow they eat the tender branches of shrubs and bushes. Then, too, the fields are open for them where they eat the leaves and stalks of the maize. I am told that cattle are able to winter without the least attention by man. The same is true of horses. The swine find so much to eat in the woods that they become quite fat, and do not come home the whole summer long. As soon as it grows cold, however, they return to the homestead to which they belong, even tho they have been gone for months. They, too, are now given some corn, more for the purpose of keeping them around the home place, than because they need it for their subsistence. Only those hogs which are to be slaughtered are penned up and fed abundantly to increase their weight so much the more rapidly. A little salt will induce horses and cattle to return home frequently. As soon as the horses or oxen are used for work they receive special attention. Ten to twelve ears of maize constitute a full meal for a horse, without hay or pasture being required. A bushel of maize weighs from 55 to 60 pounds. To the European the habit of domestic animals to come home at regular intervals constitutes the most surprising phenomenon. Cattle and horses follow the bell of the leader of the herd. The barking of a dog will cause cows to return in a dead run to the place where their young are kept, and they will not be calmed

till they know their calves are safe. Oftentimes a sow will return home with a litter of pigs, after having been gone for months. In this way the wealth of the farmer is increased without his suspecting it. Every good farmer owns an instrument with which the ears of all his animals except the horses are marked. For his protection an impression of this instrument is kept on record in the books of the county court. Hogs frequently suffer from an ailment which is caused by a worm which perforates the membrane that encloses the kidneys. Instances are also recorded where cows gave poisoned milk, the consumption of which is, of course, followed by serious consequences.

"As long as the settler is not sufficiently stocked with meat from his domestic animals, his rifle keeps him well supplied. The meat of domestic animals is inexpensive, since a pound of beef costs only one and one-half cents, and a pound of pork two cents. However, there is so much game, such as deer, turkey, quail, wild dove, pheasant, snipe and others, that a good shot can easily supply a large family with meat. The hare is not found here, its home is farther to the north, but rabbits are very numerous. They are very destructive to gardens and young fruit trees. In the whole United States hunting and fishing is absolutely free. On land that is not fenced in, any one may hunt big or little game, when and how he desires, with dogs, nets, snares or traps, or with gun. Slaves, however, are forbidden to bear arms, a precaution which is not strictly enforced. The deer, of which there are two varieties in Missouri, the *cervus Virginianus* and *Canadensis*, are usually very fat, and their meat is palatable. The hunter who secures such an animal rarely takes the whole of it home with him. He is satisfied to have the hide and the hind quarters, and hangs the rest on a tree for anybody else, who may wish to take a roast. Turkeys are found in droves of from twenty to fifty. About Christmas time they are very fat. Since I am not a good hunter, I let a neighbor supply me with turkeys each week, chiefly for soup. A turkey must weigh at least fifteen pounds or the hunter will refuse to take it home with him.

I pay twelve and a half cents for a turkey. The bison is not seen in these parts any more. It has retreated farther to the north and west. Bears are occasionally still encountered, but wolves I hear howling almost every night, and nevertheless the sheep go out without a shepherd. The farmer suffers almost as little loss from wild animals, as he does from robbers and thieves. Complaint is made, however, that from the latter part of April to the middle of May, young hogs are in danger of she-wolves, which then have their young.

"Board and lodging can be secured here for one dollar per week. The care of one horse is usually not figured on at all. The superabundance of provisions explains the hospitality of the people. Wherever a house is found there one may count on finding shelter and accommodation, and but rarely will a farmer accept pay from a fellow countryman, much less demand it.

"Altho horses could be raised so easily here, this industry is very much neglected, and horses are therefore quite expensive, much more so than in the State of Ohio. A strong draught horse is often worth from eighty to one hundred dollars. It is impossible to utilize so quickly all the advantages which nature affords. In New Orleans butter is often worth more than fifty cents a pound, and still this high price has occasioned but few shipments from the State of Missouri. The water way is good enough, but in order to produce much butter and milk it is necessary that the cows should be kept in stables for at least a part of the year, but this the first settler considers too much trouble. Grain, especially maize, and salted meats are sold to good advantage in New Orleans. Boats can be built without any difficulty on the banks of the Missouri. He who knows that the territory along the Gulf of Mexico imports many cargoes of provisions, butter, cheese, ham, and flour annually from Europe, will not be anxious about poor markets her. Most of our horses are even now sold to the south.

"The gathering of ginseng roots alone could support many a family, not to mention the many other medicinal plants, but it is easier to gain a living in other ways. Even

poppy and rape-seed oil are not yet made, tho the climate and the soil are so well adapted to their cultivation. For emigrants from the Rhine country nothing is more important than grape culture. No anxiety need be entertained on account of a market and high compensation, for the Americans regard wine culture as a matter of national importance, since they say that outside of the wine, the old world has nothing more to offer them. But of the method of producing wine the Americans are absolutely ignorant. The descendants of the British could not learn this art from their ancestors, because they themselves were ignorant of it, but that the descendants of the French, the Swiss and the Germans should be inexperienced in this art is to be explained by the fact that the first generation of these people, in their effort to provide the immediate necessities, found themselves fully occupied and they died without having laid out vineyards, and from them only the knowledge of this art could have descended upon their children. Attempts to raise grapes have been made to be sure in St. Louis and St. Charles, for example, but in such a manner that vineyards soon resembled forests, and no ray of sunlight was able to penetrate to the grapes.

"A small family requires no more than four or five acres of land to begin with. Half an acre suffices for garden vegetables, another half acre for wheat (for the sowing of which it is usually too late in the first autumn), after which there are left three or four acres for maize.

"In the western part of North America the maize is the farmer's main crop. One might call it the nurse of the growing population. It serves all domestic animals as food. The meal made of it, when cooked with milk, furnishes a very nourishing, wholesome and palatable food. If it is kneaded with the boiled pulp of the pumpkin (*cucurbita pepo*), a kind of bread can be made of it, which I prefer to wheat bread, especially if the dough has been made to ferment, by the influence of warmth, for twelve hours. Meal simply mixed with water or milk and baked without further ingredients makes a kind of bread which is too dry, however, if it is con-

sumed with fatty foods it is eatable. The baking is done in covered, iron pots, which are placed beside the hearth and are covered entirely with burning coals. In most of the households fresh bread is baked every day, which is not so much of a burden, since there are always supplies of burning coals on the spacious hearth. Wheat bread is also not lacking. As I recall it, meal is called Griesmehl in the Rhine country. There are a great many varieties of maize here. Those with white or yellow kernels are the most common. Besides these varieties there are those with red, blue, and red and blue spotted kernels, and finally a kind whose kernels are transparent like pearls. These peculiarities perpetuate themselves in successive plantings. The meal of all the varieties is the same. The stalks become very high, ten, fifteen, indeed twenty feet high.

"The garden supplies the best kitchen vegetables. Peas and beans prosper beyond all expectation. Of the beans only the finer varieties are raised. In order not to have to supply sticks for the beans and to make special beds for them, they are planted in the maize fields, where the high stalks of the maize furnish supports for the vines. There also the pumpkin, lettuce and other garden vegetables are planted. All these things thrive simultaneously, without the least fertilizer, and indeed after twenty years just as well as during the first year. I affirm that this is no exaggeration, and that I have convinced myself of the truth of this assertion many a time. One of my neighbors, a Mr. William Hancock, owns a plantation on the banks of the Missouri, which was laid out more than twenty years ago. This land has year after year produced the most abundant harvest, which no fertilizing was able to increase. The only notable change is this, that wheat can now be grown successfully on this land, which formerly always fell to the ground, because of the richness of the soil. Garden vegetables, of course, require some stable manure. The farmer supplies this fertilizer in the simplest manner possible, by penning up his sheep over nights in the garden. Cucumbers, melons (water melons etc.) are grown each year in great abundance without any special at-

tention being given to them. The sweet potato is also a fine vegetable. The common potato is called the Irish potato. The sweet potato requires a long summer, and for this reason would probably not thrive in Germany. When prepared by steaming, its taste resembles that of the finest chestnut. The vines of the plant run over the ground like the cucumber. I am very fond of sweet potatoes in the morning with my coffee, but I am rarely able to partake of the fried meat which is usually served with them so early in the day.

"During the second year, after the land is cleared, cotton can be grown; north of the Missouri, however, only for the family use. It is the endeavor of the American farmer not to spend any money for food and drink, nor for clothing (finery alone excepted). For this reason he grows flax and hemp, and keeps a small herd of sheep. The flax, hemp and wool are all worked up at home. The spinning wheel is nowhere lacking, and if the household does not own a loom, the housewife or one of the daughters goes, from time to time, to a neighbor who does possess one. Just as most of the men know how to make their own shoes, so but few women find difficulty in making their own clothes as well as those of the men, indeed they make them fairly well and after the changing demands of the fashion.

"The household, having thus been established, and the first acquisitions paid for, the family lives carefree and happy without the least bit of ready money on hand. This is the true reason why small sums of money are regarded as of less value than in Europe. If the man of the house does bring home some money, then his wife finds herself at once in need of something, and the peace of the household is usually disturbed until everything has been spent at the nearest store, usually for gewgaws. The smallest coin here is one of silver and is worth six and one-fourth cents (nine Kreuzer). Copper coins are not seen at all in the western states. Cash is needed only for the paying of taxes. These are, however, so insignificant, that they hardly come into consideration. Land acquired from the government is entirely free for five years. Taxes vary according to the needs of the state. During the

present year one-fourth of a per cent is due as a state tax on the value of all real estate, on all full grown live stock and on articles of luxury, to which class gold watches belong, and in addition to this a small sum is asked to defray the expenses of the county. Capital is untaxed. Taxable property is evaluated so low that a tax of six dollars is indicative of a considerable amount of property. Whoever pays this much must own at least from four to six full grown horses, from forty to fifty head of cattle, a hundred hogs and a herd of sheep. For the federal government a direct tax is rarely levied, for the individual state, however, annually. Aside from the above named obligations the farmer has no burdens whatever. He can send his produce to the Atlantic Ocean or to the Gulf of Mexico without the least tax or inspection. In Germany it will be an item of surprise to learn that here in Missouri the assessor as well as the collector is obliged to hunt up the people. No one is obliged to take his money to the collector, altho this is usually done upon the latter's kindly request.

"Here, as in the entire west, it is customary to pay for work, whether it be by a day laborer or by an artisan, in barter. This is caused not so much by an absolute lack of money, as by a desire to lighten the means of trade by establishing a system of equivalents. The objects of trade do not possess an absolute value, but they are judged in each instance by the contracting parties, or by a third party, according to the actual money value, which is, of course, based upon the conviction that the conversion into money might be made without any appreciable loss. Under the Spanish dominion this was different. At that time certain wares, as for instance hides and furs, had a legal, unchangeable value. Formerly it was also not a rare occurrence here, in the absence of small coins, to cut the piaster and half piaster into bits, often simply by guess, for niggardliness is wholly unknown to the Americans.

"From the foregoing you will be able to draw your own conclusions concerning the lot of the American planter in general, and at the same time the question will be answered as to what is yet desired for the well-being of the settler whose

enterprise we have thus far considered. For the comfort of the settler I should ask nothing except a better dwelling house. The conception of the ordinary European in regard to expense which would be involved in furnishing such a better dwelling is in the most striking contrast to the conditions actually existing. Keep in mind that the dwelling house which I should like to see improved is intended solely as a residence of the people themselves, and that the out-houses, which cost almost nothing, assist materially in making life comfortable. For fifty dollars more than half a dozen out-houses, such as kitchen, smoke-house, shed, barn and stable could be erected, and that at day labor, which, by the way, is not the most inexpensive way of getting help. A comfortable frame house costs from two to three hundred dollars. For five or six hundred dollars a brick house could be built which in the seaboard towns would cost four times as much.

"If the planter owns two slaves he need do nothing but supervise their work, and the housewife will also have no cause to complain about the work in the house. Beer, too, could easily be brewed here, since great quantities of hops are found in the woods. The apple and peach orchards, which are lacking at no farmhouse, furnish cider and brandy. Altho a very good brandy is also made of maize, that of apples and peaches is nevertheless preferred. I have tasted old brandy made of maize, a gallon of which cost thirty cents, and it was equal to the best French brandy. But even without slaves the American farmer lives in a condition that by far surpasses that of the German peasant who commands the same amount of wealth.

"The soil is so fertile that the maize crop requires only one single breaking of the ground." Then Duden tells of the primitive method of planting maize, the "laying off" of the land, the dropping of the grains in the intersections of the furrows and the covering of the seed with the hoe. "This is done the latter part of May. About four weeks later, when the plants are about a foot or a foot and a half high, the space between the rows is plowed with one horse and the

weeds thus destroyed. This constitutes all the work that is required till the harvest, for the work of taking care of the fences can, in reality, not be called work. In fields that still contain dead trees the trunks and the branches that have fallen are removed from the ground before plowing. In this work, too, the American knows how to lighten his labor. Instead of attacking thick trunks, he places burning coals on each trunk at intervals and builds fires, which within twenty-four hours separate them into such parts as can easily be rolled into heaps by two persons. These piles of logs he then burns up. The removing of the corn stalks constitutes a part of the preparation for the next crop. They are either beaten down, chiefly by children, or they are rolled down and then raked together with a harrow and burned. A bundle of bushes drawn by two horses is used where the harrow is lacking.

"In the sowing of wheat, rye and oats much less care is taken than in Europe. To be sure such grain does suffer much from weeds, but the extra amount of ground makes up this loss, in fact the painstaking methods of Europe would here be regarded a waste of human energy.

"There are various means of lightening the more burdensome tasks of the household. The clothes, for instance, are washed at a near-by brook, where a fire is built under a hugh kettle. The place for drying and bleaching the clothes is not far distant either, and in summer a shady spot is chosen, of course. At butchering time other similar advantages present themselves. Usually the cattle as well as the hogs are killed by a rifle shot. The animals are lured to the desired place by giving them something to eat, and but rarely does the bullet miss its goal. A single person can in this manner do all the work connected with butchering, but it is customary for one neighbor to assist the other at such times.

"Finally I must gainsay the erroneous statement, that lack of social intercourse constitutes the dark side of the much praised situation of the American settler. I wish such a conception that many advantages have to be paid for at the price of isolation, be dismissed from your mind, and that

you consider instead that a distance of two or three English miles is regarded insignificant even by the feminine sex. No family is so poor, but what it owns at least two horses. The acquisition of these animals, which are kept at so small an expense, is the first endeavor of every settler, after which he considers getting good saddles, and it is nothing extraordinary to pay from twenty-four to thirty dollars for a lady's saddle, a price, which on the Atlantic coast, for instance in Baltimore, would suffice for three saddles. Women and girls, old and young, ride horseback, sitting cross-wise in the saddle, in the manner of the English. They ride well, fast or slow, and sometimes to great distances, just like the men. Not a week passes in which the housewife does not take a ride to pay her neighbors a visit, going either alone or in company with other women. On Sundays only the inclemency of the weather can keep them at home. On such days the whole family frequently leaves the house, without the least concern regarding thieves. Many houses do not even have locks, altho the kitchen utensils alone are worth more than twenty dollars. Horse racing, cock fighting and target shooting are here, as elsewhere, the most frequent occasions for the gathering of the men. In a few states, as for instance in New York and Massachusetts, horse racing is prohibited. In Connecticut cock-fighting is also against the law. The latter undoubtedly belongs to the most cruel sports. The natural spurs of the cocks are cut off and sharp steel prongs fastened on instead. The result is that the fight becomes deadly in a few minutes."

MISSOURI AND THE WAR.

THIRD ARTICLE.

FLOYD C. SHOEMAKER.

No Missourian has so attracted the attention of the world since the days of her great humorist-philosopher, Mark Twain, as the Nation's war hero, General John J. Pershing. Nor has anyone in the United States been more fortunate in the favorable impression he has made on the minds of the Ally nations than this native son. While criticism and sometimes abuse has been the reward of even President Wilson, no adverse comment from any source at home or abroad has been made on the Commanding General of the American Expeditionary Forces. This exceptional treatment at the hands of the press and the government of three nations—the United States, England and France—is not due to the protected or unimportant part played. No military officer has been more closely observed, has had a more significant position, and has met more peculiar situations demanding executive ability and political astuteness, than General Pershing. If he had failed once, even in some minor operation, had spoken the wrong word, had left a poor impression on civilians and soldiers at home or in England and France, or had committed one of a hundred possible errors, the fact would have been heralded over land and sea. Somehow, he has met every test.

He refused to deliver public addresses in France, still this is what Lieut. Paul Perigord of the French army says:

"The greatest speech brought about by the war, in the opinion of the French people was that made by General Pershing at the tomb of Lafayette, when leaning over the tomb, he whispered, 'Lafayette, we are here.'"

The following superlatives for General Pershing were written by the efficiency expert, Edward Earle Purinton, in the New York *Independent*:



GENERAL PERSHING AT THE TOMB OF LAFAYETTE IN THE PICPUS CEMETERY, PARIS.
(Photo by the French Pictorial Service, Courtesy of The National Historical Society, New York City.)

"General Pershing is the best trained and best equipped leader of the best army the United States ever saw. He is the first commander of an American army to put war on a straight business footing that every business man the world over is bound to respect. He is the only general in the world-war with enough man-power and material resources back of him to insure victory. He is the first and only warrior, since time began, to lead a host of millions of powerful men from one country to another, solely on a mission of defense and deliverance equal to that of the early Crusades, but every man of the expedition armed from tip to toe with the science and experience of the modern war machine.

"If you had been present fifty million years or so back yonder, when the world was made, and if the fates had offered you a cosmic field glass, to look down the ages and across the map of the world, spying out the best time and place in which to be a soldier and do a soldier's work—you couldn't have settled the matter better than to choose this war to fight in, this country to fight from, this crusade to fight for, this man Pershing to fight with.

"A stronger, better leader than Pershing would be hard to find. He resembles Kitchener in appearance, and even more in action. He is always on the go. He has the fire and snap that American youths admire. The right qualities of leadership are that a man should be stern but not harsh, quick but not rash, keen but not cruel, proud but not haughty, firm but not prejudiced, clean but not prudish, calm but not hard, shrewd but not selfish, brave but not heedless, kind but not soft. Pershing has these qualities.

"We have marching orders for you—orders straight from Pershing. He has spoken to you thus: 'Hardship will be your lot, but trust in God will give you comfort. Temptation will be fall you, but the teachings of our Savior will give you strength. Let your valor as a soldier and your conduct as a man be an inspiration to your comrades and an honor to your country.' Then Pershing set his jaw and made another remark, for you to heed, remember, and make good.

'Germany can be beaten, Germany must be beaten, Germany will be beaten.'

"Follow these marching orders, and in years to come, when the peace of consecrated power that you have brought the world fills your own life with blessings and the hearts of your loved ones with a great joy and pride in the deeds you have wrought, you will be infinitely glad, through life and perhaps through eternity, because you were one of our boys—over there with Pershing."

MISSOURIANS IN IMPORTANT WAR POSITIONS.

Missouri is justly proud of the men she has in the Nation's service. Many of her sons have gained prominence. Some are leaders in the army and navy, others in executive councils in Washington.

When Secretary McAdoo came to the selection of a staff for running the railroads during the war, he wisely turned to Missouri. James F. Holden of Kansas City, vice-president in charge of traffic for the Kansas City Southern Railway Company, was appointed on the Director General's board of traffic managers. Associated with Mr. Holden on this board are J. A. Middleton of Kansas City and H. M. Adams of St. Louis—all Missouri railway officials of renown. Mr. Holden has also been appointed as supervisor of transportation and traffic for the federal shipping board. The chief of transportation is Carl Gray, an Arkansas boy, who learned the railroad business on the Frisco in Missouri. Another Missouri-trained railroad man is Howard Elliott, now prominent in the Special Railway Committee in National Defense.

One of the most remarkable careers in Missouri railroad history is that of Hale Holden, of Kansas City. Born in Kansas City in 1869, he practiced law in his native city until 1907, when he entered the railroad service. He rose to the presidency of the Burlington system and was recently appointed superintendent-in-chief of all the railroads in the United States. Secretary McAdoo holds the office of director general of railroads, but on Hale Holden will rest the practical solution of all the great traffic problems existing today.

Another Missourian appointed by Director-General McAdoo as one of a committee of three members to investigate the inland and coastwise waterways for use in solving the transportation problem, is Mr. Walter S. Dickey of Kansas City. Mr Dickey's appointment is merited by his activity in promoting river transportation between Kansas City and St. Louis.

Hon. Frederick W. Lehmann of St. Louis has been commandeered by the United States Railroad Wage Commission to serve as its counsel. Mr. Lehmann was solicitor-general of the United States under President Taft and was one of the United States delegates at the mediation conference with Mexico at Niagara Falls, Ont.

The surveyor-general of procurement of supplies for five army bureaus is Mr. E. R. Stettinius, who was educated in St. Louis. Another Missourian serving as one of the chief purchasing agents for the Government is Samuel McRoberts, who was born and reared at Malta Bend (Mo.)

Among the five chiefs appointed by Secretary Wilson to carry out the war labor program, is Mr. A. L. Barkman of Kansas City. Mr. Barkman is chief of the Division of Farm Service.

United States Fuel Administrator Harry A. Garfield also turned to Missouri to select a district representative for the coal fields of Arkansas, Iowa, Kansas, Missouri, Oklahoma and Texas. Mr. H. N. Taylor of Kansas City was appointed to this office in February. He will act as representative of all individual shippers and mines included in these six states.

Ambassador David R. Francis of St. Louis, has again merited favorable comment by his ability and bravery shown during the recent disturbances in Petrograd. Charles R. Crane, head of the United States Mission to Russia, stated: "If Francis were to quit his post I do not know where in all the United States we would find a man to fill his place."

Mr. Crane said that one night Francis "bluffed" the Black Flag band when they went "to clean out the American embassy." With pistol in hand, he threatened to kill the first man who crossed the line.

Among Missourians who have been placed in responsible positions in the army and navy service whose names were omitted from the last *Review*, or who have recently won new honors, are Taussig, Mayes, Russell, Alexander, Gordon and Coontz.

Commander Taussig of St. Louis, is second in command under Admiral Sims in fighting submarines and convoying our ships.

Judge Advocate General Mayes is also a Missourian who has been recently promoted.

Brig. Gen. Edgar Russell of Breckenridge (Mo.), is Chief Signal Officer with the American forces in France. General Russell was born at Pleasant Hill (Mo.) and later lived at Lone Jack and Breckenridge. He is a University of Missouri man.

Another University of Missouri man of rank with General Pershing is Lieut. Col. A. G. Alexander, who is in charge of all map making for the American forces abroad.

Lieut. Col. C. M. Gordon, a Missourian, is a member of General Pershing's staff.

Capt. Robert E. Coontz, a Hannibal (Mo.) man, has been made a rear admiral by selection and placed in charge of the Puget Sound Navy Yards at Bremerton, Washington. Admiral Coontz was appointed governor of the Island of Guam in 1912.

Worthy of special notice in serving the Nation are these: Dr. James E. Stowers of Millersburg, (Mo.), who has been appointed a surgeon-in-chief by the French Minister of War; Lieut. Commander E. A. Brooks, another University of Missouri man, who is in charge of the navy recruiting office at St. Louis; Dean Walter Miller of the Graduate School of the University of Missouri, who is in Y. M. C. A. work in France and Italy; Dr. Philip A. Shaffer, dean of the Washington University Medical School of St. Louis, who is in charge of the Food Division of General Pershing's army with the rank of major; W. H. Danforth, wealthy banker and miller of St. Louis, in Y. M. C. A. executive work in France; and Prof. Max F. Meyer, of the University of Missouri, who is one of

the foremost workers in the Nation in organizing the Society of Friends of German Democracy, founded with the approval of the Council of National Defense.

Prof. J. D. Elliff of the University of Missouri, has been appointed Director of Vocational Education for Missouri. His duty will be to organize education in agriculture, industries and home economics in Missouri under the Smith-Hughes Act. He will also direct all work done in the state in war emergency education as outlined by the Federal Board of Vocational Education.

WAR HONORS AND HEROISM.

Missourians have continued to merit special mention on the field of battle. One of the six Americans decorated for exceptional bravery on March 3, 1918, by Premier Clemenceau of France, was Private David Alvan Smiley, a native of Pike county, (Mo.). Smiley was reared in St. Louis, and for the last five years has lived with his parents in Hannibal. He enlisted in the United States Army last April, and is now barely twenty-one yearsold. To win the French Croix de Guerre at such age is considered remarkable. Smiley distinguished himself twice in dashing through German barrage fire and gas attacks with important dispatches. He is a member of C Battery, Sixth Field Artillery, American Expeditionary Force. His acts of bravery were performed on March 1 in the Toul sector of the American line.

Another Missourian to be honored with the French War Cross in 1918, is Wilson Boley of Kansas City. Boley was decorated by the French Government for bravery under fire while driving an ambulance on the Western Front. He is the second University of Missouri man to be thus honored, the first being Fred Frick, also of Kansas City.

The letters "F. A. H." are not listed in honorary war titles and decorations, but they mean much to Charles L. Orr, a Kansas City boy. While under fire for the first time and severely hurt, Orr refused to desert his wounded "bunkie" when the Germans made a first trench raid on the American

forces in France. Both were rescued, and Orr was christened by the nurses "F. A. H."—First American Hero.

Without decorations or titles, but deserving of mention are two Missourians today on the battle front. One of the members of the American battery that fired the first shot in France was James E. Pelasura. His home is in St. Louis and he is only seventeen years old. Another young Missourian whose career as an aviator promises to equal the famous Lafayette county hero, Lieutenant W. B. Hall, is Lieutenant Stephen Thompson of West Plains, (Mo.). Lieutenant Thompson is the first Missourian to bring down an enemy airplane on the Western Front since the United States entered the war. He did this on his first trip over the German lines. He is twenty-three years old and was graduated last spring from the University of Missouri. In the air raid over Saarburg, Lieutenant Thompson went up as a substitute for a missing French observer. He had never operated a machine gun before while in flight. The enemy planes closed in at an altitude of 12,000 feet. The Lieutenant took off his gloves and turned a stream of bullets into the German airmen. When the squadron returned the Missourian's hands were swollen to twice their normal size from the cold due to the loss of his gloves during the encounter.

The *St. Louis Republic* on February 9, 1918, commented in part on this feat:

"The Missourian had never been over the German lines or operated a machine gun, but when the escadrille was attacked by German airman, after dropping its bombs on the City of Saarburg, he showed the instinctive Missouri aptitude for "shooting irons" by spraying his opponent with bullets and had the satisfaction of seeing him tumble to earth, his machine in flames.

"That is the Missouri spirit, ready for any emergency, and there with the punch' when the time comes. We note the Lieutenant took off his gloves when the fight began, the better to operate his gun. That also is significant. This war is being fought without gloves, and having thrown down the

gauntlet to his adversary, this Missourian has set the pace for the others who are on the way to finish up the job."

Among the officers and men of the U. S. S. Annapolis who were commended by Secretary Daniels for their gallant behavior on October 30, 1917, following the grounding of the S. S. Paddleford, were two Missourians—George F. Kelly, boatswain's mate, of St. Louis, and Arthur L. Brown, gunner's mate, first class, of Webb City (Mo.)

When the U. S. Destroyer Jacob Jones was struck by a torpedo on December 6, 1917, Lieutenant Norman Scott, of St. Louis, the Executive officer, performed his duties so well as to receive these words of praise from Commander Bagley:

"Lieut. Norman Scott, executive officer, accomplished a great deal toward getting boats and rafts in the water, turning off steam from the fireroom to the engine room, getting lifebelts and splinter mats from the bridge into the water, in person firing signal guns, encouraging and assisting the men, and in general doing everything possible in the short time available. He was of invaluable assistance during the trip in the dory."

But official recognition of services in this war have not been confined to Missouri men. Miss Cornelia Brossard of Kirkwood, (Mo.), was decorated in November, 1917, by the French Government and received an honorary degree from the Educational Department of France, which it is reported, never before was bestowed upon anyone outside of France. This unprecedented distinction was merited her for teaching French at the Barnes Hospital (St. Louis) to the Red Cross nurses and at Jefferson Barracks to the soldiers. Miss Brossard has done this without compensation, giving her time freely, and finding time for this patriotic work in addition to her regular work at the Soldan High School. She also has charge of a Red Cross unit in Kirkwood and has aided in patriotism in many other ways. She is a remarkable linguist, being a graduate of the University of Missouri and of Washington University (St. Louis). Besides other patriotic activities, Miss Brossard has adopted a French orphan, pro-

vides things for several soldiers at Jefferson Barracks, and has taken under care a Belgian soldier.

Among those cited in December, 1917, by General Haig, the British Commander, for special recognition because of services in field hospitals near the firing line, were three Missourians: Miss Constance Cuppaidge, Miss Julia Stinson and Lieutenant-Colonel James D. Fife. Miss Cuppaidge is a native of Middle Grove, Monroe county (Mo.). She is a daughter of Dr. G. O. Cuppaidge, for years a practicing physician at Middle Grove and Moberly, who is now on the medical staff of the army at Fort Sill. She was supervisor of the operating rooms in St. Luke's Hospital, St. Louis until she started for France last May. Miss Stinson and Lieut-Col. Fife are both of St. Louis.

CASUALTY LIST.

The number of casualties among Missourians in service has greatly increased since the last issue of *The Missouri Historical Review* went to press. Three have given their lives on the field of battle, seven have died in France of sickness or other causes, thirteen have been wounded in France, and five have been killed while in service at home.

The first St. Louisan slain in France was David Hickey. He died from wounds received in action, February 24. Hickey was in Battery E, Sixth Field Artillery. He was thirty-eight years old.

The second St. Louisan to give his life for his country on the Western Front was Edward H. McNulty. Private McNulty, U. S. Infantry, was killed in action on March 1. He was nineteen years old.

Private Lloyd S. Miller of Commerce (Mo.), was reported killed near Toul in March.

Private Andrew Aubuchon, engineer, of Bonne Terre (Mo.), was accidentally killed in France on December 22.

Private Irwin M. Shaw, Signal Corps, of Columbia (Mo.), died in France of pulmonary edema and ptomaine poisoning, acute, on November 29.

Private Tolliver Quinn, Quartermaster Corps, of St. Louis, and Bugler Fay E. Chrisman, Field Artillery, of St. Joseph, died overseas of pneumonia on February 1.

Private Edwin A. Mische, Infantry, of Washington (Mo.) died in France of broncho-pneumonia on January 8.

Private Carl C. Crawford, ammunition train, of Lundy (Mo.) died in France of measles and pneumonia on January 20. Private Roy E. Mahin, One Hundred and Fifteenth Aero Squadron, of Lamonte (Mo.), died in France of diffuse hypernephromatosis on December 27.

The following Missourians have recently been wounded in France: Ola Stark of Clarksville (Mo.), a member of the Canadian Expeditionary Forces, "gassed;" Sergeant Casper M. Heckemeyer of St. Louis, Battery A, Sixth Field Artillery, wounded in the battle of Chemin des Dames, February 25; Second Lieutenant John T. Maguire of St. Louis, A Company, Eighteenth U. S. Infantry, wounded in action, February 6; Pvt. Bruno Urban, Pvt. Ralph J. (Charles E.) Meyer, and Pvt. Oscar Pflasterer, all of St. Louis and members of the Sixth Field Artillery, wounded March 1; Corp. Leslie T. Bean of Poplar Bluff (Mo.), wounded on February 24; Pvt. Leslie H. Bull of Fulton (Mo.), Pvt. Guy A. Carter of Meadville, (Mo.) and Corp. Chas. I Sprague, of Mayville (Mo.), all of U. S. Infantry, wounded on February 26; Lieut W. A. Belsey, of St. Louis, U. S. Medical Corps, wounded at Cambrai in January; Pvt. Victor Kay of Kansas City, Company C, Eighth Battalion, Canadian Expeditionary Forces, wounded on Vimy Ridge; and Pvt. Arthur J. Snedeker of Columbia, Twelfth U. S. Engineers, severely wounded in action, December 31.

Private J. Rolls, twenty-six years old, of Kansas City, in the former Battery A, Missouri Field Artillery, died in the hospital at Camp Doniphan in January as a result of injuries received from an exploded shrapnel shell.

Chief Gunner's Mate William Earl Wagner of St. Louis, lost his life, February 26, when the steam tug Cherokee foundered off the Delaware Capes. He removed his life belt

when the tug was sinking and handed it to Lieut. Commander Newell.

Seaman Julius Fuchs of St. Louis, U. S. Navy, died in February as a result of accident while coaling ship on the U. S. S. Neptune.

Frank P. Mathews of St. Louis, was killed instantly November 26, at Camp Taliaferre, Forth Worth, Texas, when his airplane fell three thousand feet.

One of the tragedies of the war was the murder of four Missouri boys at Camp Funston on January 11—John W. Jewell of Springfield (Mo.), C. F. Winters of Kansas City, O. M. Hill of Kansas City, and Carl Ohelson of Kansas City. The last three were employees in the Army Bank at Camp Funston, and Jewell was editor of the *Trench and Camp*.

PATRIOTISM AT HOME.

This letter from Major Samuel Robertson, with the engineers in France, to his brother, Mr. Will Robertson, of Carrollton (Mo.), was received in January. It is so unlike most reports and comes from one whose position gives weight to his words, that it is well worth reading and considering.

"We had a French general for dinner at our mess last night. He claims that Germany and Austria have now three-fourths million more men than in the second year of the war.

"We have over seven hundred German prisoners here whom the French captured. They are as cocky and high spirited as a game cock, and our coming to this war worries them, so far, about as much as a gnat does a mule. We have prisoners taken six weeks ago who have good leather boots, wool clothing, gloves, etc., and are fat and well conditioned and as impudent as the devil. Our people must wake up and quit dreaming or we are due for a good licking. We are fighting real men, who believe in their cause and ruler, and fight like they farm and attend to business, thoroughly, industriously and efficiently. We have a five or six-year job unless we make a humiliating peace, and America had as well realize it and get down to business now. We need six

million men and all the money there is in America, and one million tons of new shipping, quick, to be followed by ten million tons more. We need two thousand miles of new railroads here and one million new cars and five thousand locomotives and engineers. Ninety-eight per cent of this war is engineering and labor and two per cent fighting."

Missouri has been following the spirit of this message. Handicapped by inaccurate and false accounts of the state which were written by eastern reporters and editors, Missouri was unfortunately under a cloud of suspicion and disloyalty in the eyes of many Americans at the outbreak of the war. This cloud could not be dispelled in spite of Missouri's loyalty and patriotism shown in other conflicts. So her citizens with enthusiasm again began filling the pages of history with new deeds of valor, acts of devotion, and sacrifices of men and money for love of country. The results of this activity have effectually silenced the Cassandras of the eastern coast, who are now sorely tried to produce equal fruits in the supposed "centers of patriotism." Competition in patriotism if controlled by reason is desirable. In proportion to wealth and numbers, Missouri has laid down the gauntlet to her sister states.

Missouri has not been satisfied to rest on her honors of having born and reared Pershing, Crowder, Creel, Brookings, Vrooman, Coontz, Holden, Russell and Taussig; in adding to the Nation's list of heroes Fitzsimmons, Hall, Smiley, Toms, Janes and Boley; or in furnishing her quota of the draft as required by enactment. She has tried to do more. She has also tried to perform well those duties that are not compulsory or mandatory but which total high in the effective prosecution of this war. Such are the Red Triangle Campaign, the Red Cross Campaign, the Thrift Stamp Sales, the Liberty Bond subscriptions, the observance of the Food Conservation Program, the increased production of food and metals, the absence of strikes and riots, and recruiting for the navy. Since the last installment of this series of articles appeared in the *Review*, Missouri has continued to aid in every way these voluntary enterprises. A resume of the

State's activity shows a record of value to the Nation, of pride to Missouri, and of satisfaction to her citizens in the performance of duty well done.

The Nation now knows that Missouri stood first in proportion to population and second in actual signers regarding the Hoover Food Pledge. The press has also informed the country that Missouri oversubscribed both issues of the Liberty Bond Loans.

In the recent Red Triangle Campaign in December, Missouri ranked third in the Central Department, comprising fifteen states, in her donations to the Y. M. C. A. The goal which had been set for Missouri was \$600,000, but when the final count was made, a collection of more than \$2,200,000 was made in the State.

In the Red Cross Campaign in December, Missouri also maintained her high rank. Her allotment was 327,000 members. She enrolled over 700,000.

St. Louis led the cities of the country in the number of recruits accepted for the Navy and for the Marine Corps during the special campaign ending December 15. A St. Louis organization of business men obtained 5,052 applicants in two weeks while official Washington doubtfully hoped the city would offer 1,196 recruits in a month and a half. The Navy recruiting office at St. Louis actually enlisted 1,227 men in the two-weeks' campaign. The next highest city was Portland, Oregon, while New York City ranked third. St. Louis also leads the Nation in the total number of marines enlisted since the declaration of war with 2,566. Chicago is second.

Up to March 1, Missouri led all the states in the proportion her thrift stamp sales bore to her population, and was led in total sales by only the two much more populous states of New York and Pennsylvania by a very small margin. Ranking at the head of all the cities of the country in the sale of thrift stamps was St. Louis.

Measured by every practical test, volunteer enlistments, thrift stamps, liberty bonds, Red Cross subscriptions and

Y. M. C. A. contributions, Missouri stands high. She has furnished conclusive proof of her loyalty and patriotism.

* * * * *

War spirit is shown not only in parades and speeches, but equally effectively in less visual ways. When the Hallsville (Mo.), merchants voluntarily agreed on January 19 to sell no more candy, they exhibited that peculiar quiet type of patriotism that wins wars. So far as is known, Hallsville was the first town in the United States to reach such an agreement, which is to last as long as sugar is scarce or for the duration of the war if necessary. Two other towns in Boone county (Mo.), Browns and Huntsdale, followed this example on January 21.

Hallsville has been active in all war work. This town of two hundred inhabitants and vicinity furnished \$17,631.83 for Red Cross, Y. M. C. A. and Liberty Loan funds.

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The local draft board in Division No. 1 mailed a questionnaire in December to John J. Ashley, 555 Main street, of Kansas City (Mo.). It was delivered to John J. Ashley, 1137 Pearl Street, of that city. The questionnaire was returned January 1, with this notation written on it:

"Delivered to the *right* man at the wrong time.

I answered my last roll call in 1865. Sorry I can't go this time."

Mr. Ashley is seventy-two years old.

* * * * *

In his report to the Secretary of War in January, Provost General Crowder submitted a list of "Banner Communities" throughout the Nation who filled their entire gross quota by voluntary enlistment, and therefore did not need to contribute any men under the selective service act. Among these one hundred per cent fighting communities were three Missouri counties—Holt, Howell and Laclede. New York had only

one entry and Vermont, the home of Ethan Allen, only one. All of the ten states ranking highest lay west of the Alleghany Mountains. Only two New England states were mentioned—Maine and Vermont.

* * * * *

Missouri farmers increased their acreage of the eleven standard crops which are measured in bushels, nearly one million acres in 1917 over 1916, or eight per cent. The 1917 crops surpassed the 1916 crop by 163,700,000 bushels—a ninety per cent gain. Compared to 1916, Missouri's 1917 valuation of these crops showed an increase of one hundred and forty-two per cent.

* * * * *

Missouri's mineral output in 1917 was about \$19,000,000 in excess of any previous year. Zinc and lead maintained a close rivalry for first place and together furnished \$50,000,000 of the State's total mineral yield of \$80,000,000. Coal came third. It is not generally known that Missouri has the only mines in the United States producing cobalt and nickel in commercial quantities at the present time. The war has greatly stimulated Missouri mining in opening up new deposits of pyrites, which are used extensively in the manufacture of sulphuric acid. Missouri miners are doing quite as much, in proportion, as the farmers, stock raisers and bankers to help win the war.

HISTORICAL NEWS AND COMMENTS.

The series of papers on *Historical Articles in Missouri Newspapers* has been discontinued. The work of compiling this data will not, however, be stopped. The value of cataloging the historical and biographical contributions appearing in Missouri newspapers is obvious to students of State history. The thousands of bound volumes of the Missouri press on file in the Society's library are invaluable. Except for political, military and legal data and information on important current news, much of the contents of the newspaper is sealed unless one is able and willing to devote weeks to careful investigation. To open this treasure of historical articles, many of which have been written by competent authors, was the purpose of *Historical Articles in Missouri Newspapers*. It disclosed a large library on Missouri history, otherwise inaccessible to the general public. The Society regrets that this new data cannot be published at present (owing to financial conditions), but the work itself will be carried on as before, awaiting a more favorable time of putting it in printed form.

GENERAL.

ANNUAL MEETING OF THE STATE HISTORICAL SOCIETY:

The Fifteenth Annual Meeting of The State Historical Society of Missouri was held on January 8, 1918. President Walter B. Stevens opened the meeting with remarks on the significance of the day—Missouri's first official centennial date—the importance of Missouri history, and the work of The State Historical Society.

The report of the secretary showed a net increase of one hundred and thirty-five members during the year, making the total membership one thousand two hundred and two. The library of the Society witnessed a growth of one thousand five hundred books and two thousand pamphlets (separate titles) and several thousand volumes of duplicates.

During 1917 the Society increased its newspaper department six hundred and three volumes, all being old files—some dating back in the '50s. The most important donations in this field were the newspaper files of the late Edmund Burke of California (Mo.), consisting of important Central Missouri papers; a collection of St. Louis and Sedalia papers in the '70s, '80s and '90s, from Col. J. West Goodwin; a file of the *Bates County Record* of Butler (Mo.), from Hon. W. O. Atkeson, editor of the *Record*; forty volumes of early Macon county newspapers, from Hon. Philip Gansz, editor of the *Macon Republican*; a file of the *Cass County News* of Harrisonville (Mo.), from J. Homer Clark, editor of the *Cass County Democrat*; and eight volumes of the *Macon Times-Democrat*, by J. A. Hudson of Columbia, former editor of the *Democrat*.

A resolution was adopted expressing the appreciation of the Society to the St. Louis members of The State Historical Society of Missouri, the St. Louis members of the Missouri Centennial Committee of One Thousand, and the St. Louis Convention and Publicity Bureau, for their public spirited financial assistance in connection with printing and distributing President Walter B. Stevens' article on Missourians One Hundred Years Ago.

The following resolution was also unanimously adopted:

"The State Historical Society of Missouri recommends to the Committee of One Thousand that the city of St. Charles be made one of the centers of Statewide observance of the Centennial of Missouri Statehood. St. Charles was the capitol of the new State. It held this distinction until Jefferson City was created. It was the seat of the state government during several years of the formative period. In that period much official history of Missouri was made. The building occupied as the capitol still stands. Centennial observance which overlooks the part which St. Charles had in the creation of the commonwealth would be far from fulfilled."

The following trustees were re-elected:

H. C. Bell, Potosi; Boyd Dudley, Gallatin; W. K. James,

St. Joseph; W. O. L. Jewett, Shelby; J. E. McKesson, Lebanon; Jno. F. Phillips, Kansas City; Wm. Southern, Jr., Independence; William L. Thomas, Maplewood; Purd B. Wright, Kansas City.

OLD CATHEDRAL CENTENNIAL IN ST. LOUIS:

The flags of three nations, the United States, France and Spain, hung in brilliant coloring above the St. Louis Old Cathedral centennial congregation on January 6, 1918, in honor of the services to mark the hundredth anniversary of Bishop William Louis Dubourg's arrival. This great churchman was the first St. Louis Bishop. His arrival on January 5, 1818, marked the beginning of the systematic work to build up the Catholic Church in St. Louis. Sixteen years later the Old Cathedral was built by Bishop Rosati.

The celebration was participated in by many of the one hundred parishes in St. Louis and its suburbs and a notable gathering of high dignitaries of the Catholic Church were present. Addresses were delivered by eminent Catholic scholars and a valuable memorial sketch of the occasion has been edited by Rev. John Rothensteiner and published by the Catholic Historical Society of St. Louis.

THE ADAIR COUNTY HISTORICAL SOCIETY:

One of the most active and progressive local organizations in the state is the Adair County Historical Society, whose secretary, Prof. E. M. Violette, has succeeded in stimulating interest in that educational center of northeast Missouri. The second annual meeting and dinner of this Society was held in Kirksville (Mo.) on February 8, 1918. Professor Violette reports a large attendance. The principal addresses of the evening were "The Missouri Language," by Dean Walter Williams, University of Missouri, Columbia; and "The Adair County Historical Society and the Present War," by Judge J. A. Cooley, of Kirksville.

TARDY HONORS AT LAST GIVEN TO ST. LOUISAN:

A memorial in the form of a bronze tablet provided by Congress, has recently been provided to the "Father of the Naval Academy." The tablet is placed in the naval academy library. The upper half is a relief of the distinguished scientist, who until a few months before death was chancellor of Washington University in St. Louis, and the lower half bears this inscription:

1820

1870

WILLIAM CHAUVENET

Professor of Mathematics United States Navy and President of the Academic Board from 1847 to 1850 Largely Through Whose Efforts and Plan the Naval Academy was Established and Organized at Annapolis.

At the academy alumni dinner in 1890, Admiral S. R. Franklin said "Chauvenet, more than any other man, is entitled to the title of Father of the Naval Academy."

Hon. William H. Taft, while President of the United States, told a graduating class at Annapolis that Chauvenot was the originator of the idea of the naval academy.

Professor Chauvenet did not himself claim to have been the first to propose a school on land for the technical training of naval cadets, but there is evidence that he was the most important factor in the movement in the early '40s, which resulted in 1845 in the United States Naval Academy at Annapolis. He drew up a tentative two-year course of study which was approved by two Secretaries of the Navy, and it was his plan that finally won the approval of naval officers as well as of Secretary Bancroft. He was a member of the first faculty of the school, became president of the academic board, and was the most prominent of the staff. He was professor at various times of mathematics, astronomy, navigation and surveying.

He was born May 24, 1820, in Pennsylvania, and died in St. Paul, Minnesota, December 1, 1870. He received a fine education, and while serving on the academy faculty, he was offered high positions in Yale University. He came to St. Louis about 1859 and filled the chair of mathematics in Washington University. He was chosen chancellor in 1862. He resigned this position owing to ill health a few months before his death. He was the author of a number of scientific works and held important positions of honor in scholastic associations.

AN HISTORIC AND PATRIOTIC MISSOURI FAMILY:

Since the beginning of the nineteenth century, the Emmons family of St. Charles (Mo.), has played an important part in the history of the state. Benjamin Emmons, the founder of the Missouri branch sat in the Missouri Territorial Legislature, was president of the last Territorial Legislative Council in 1818, was a member of the Missouri State Constitutional Convention of 1820, and later served for years in the State Senate. His influence was wide. He was an able public servant, known especially for his independence. His family has had representatives in all the Nation's war. Mr. Ben L. Emmons of St. Charles, grandson, has two boys in the present struggle: Charles Shepard Emmons, 10th Aero Squadron in Northern France, and Wallis K. Emmons, Field Hospital No. 15 in Southern France.

PIKE COUNTY NEWS SUSPENDS:

After having just completed its twenty-seventh volume the *Pike County News* of Louisiana (Mo.), suspended publication on August 30, 1917. Mr. A. C. Gansz, editor of the *News*, sold all equipment to the *Twice-a-Week Times* of Louisiana.

SALINE COUNTY PROGRESS CONSOLIDATED WITH DEMOCRAT-NEWS:

The consolidation in July, 1917, of the *Saline County Progress* and the *Democrat-News*, both of Marshall (Mo.), marked the union of two of the oldest newspapers in Saline county. The second paper published in this county was the old *Marshall Democrat*, founded soon after the *Saline County Herald* of 1856 appeared. The *Progress* was established in July, 1865. The last issue of the *Progress* was July 20, 1917.

PERSONAL.

HON. G. F. BRAM: Born in Germany in 1838; died in Santa Anna, California, December 13, 1917. He emigrated to the United States in 1853 and came to Harrison county, Missouri, in 1857. He served in the Civil War as a member of Co. C, First State Militia Cavalry. He was postmaster at Denver, Missouri, for many years and served from 1868 to 1873 as county judge of Worth county. He was the last survivor of a group of petitioners who journeyed to Jefferson City in 1860 in a successful effort to secure the establishment of Worth as a separate county.

MAJOR H. H. HARDING: Born in Marrow county, Ohio, July 31, 1832; died in Carthage, Missouri, October 20, 1917. He was admitted to the bar in 1857 and was appointed Adjutant General of Nebraska territory in 1861. He was mayor of Carthage in 1875 and 1876. He was a candidate on the Republican ticket for Attorney-General of Missouri in 1880 and a candidate for judge of the Missouri Court of Appeals in 1884.

HON. HENRY STULTS HOUF: Born near Fulton, Missouri, January 20, 1849; died in Fulton, December 6, 1917. He represented Callaway county in the Missouri Legislature in 1915.

ROBERT LEE LASHLEY: Born near Ironton, Iron county, Missouri, March 5, 1869; died in Flat River, St. Francois county, Missouri, August 5, 1917. Prominent labor leader,

and served on the Executive Board of the Western Federation of Miners and was at one time vice-president of the Missouri State Federation of Labor. Editor of a labor paper at Elvins (Mo.), which was first known as the *Miner's Journal* and later as the *St. Francois County Record*.

HON. JAMES H. LEMON: Born in Illinois in 1842; died in Clearmont, Missouri, November 8, 1917. He settled in Nodaway County, Missouri in 1875. During the Civil War he was Brigade Provost Sergeant in an Illinois company of infantry. He was elected to the Missouri Legislature from Nodaway county in 1904.

REV. J. C. MAPLE: Born in Guernsey County, Ohio, November 18, 1833; died in Cape Girardeau, Missouri October 20, 1917. He devoted almost sixty years of his life to the ministry in Missouri, preaching at Chillicothe, Springfield, Cape Girardeau, Jackson, Mexico, Marshall and Trenton.

HON. JOHN C. PIERSOL: Born in Fulton county, Illinois, May 16, 1846; died in Wanatchee, Washington, November 20, 1917. He located in Monroe county, Missouri, in 1874, and contributed materially to the upbuilding of that county. He was prosecuting attorney of the county for several terms, was a member of the Thirty-fifth General Assembly as senator from his district, and served as mayor of Monroe City for a number of years.

DR. A. T. STILL: Born at Jonesboro, Lee county, Virginia, August 6, 1828; died at Kirksville, Missouri, December 12, 1917. He moved with his parents to Macon county, Missouri, in 1837. His early medical practice was performed among the Indians in this territory. He was prominently identified with Jim Lane and John Brown in Kansas during the Civil War and was a member of the Free State Legislature of Kansas in 1857, representing Douglas county. He served for eight months as surgeon in the Ninth Kansas Cavalry and for two and a half years as Major in the Twenty-first Kansas State Militia. He founded the American School of Osteopathy, a science which he discovered and developed, at Kirksville, Missouri, in May, 1892. He devoted the major part of his time and energy to this school until his death.

HON. J. P. TIBBLE: Born in Oregon county, Missouri, February 1, 1863; died in Kennett, Missouri, December 26, 1917. He represented Dunklin county in the State Legislature from 1896 to 1900.

HON. BEN E. TODD: Born in Columbia, Missouri, November 17, 1873; died in Kansas City, Missouri, September 26, 1917. He was educated at Kemper Military Academy, University of Missouri and the Kansas City Law School. In 1908 he was made registrar of the school and 1911 a member of the faculty. He was a prominent member of the bar in Kansas City.

HON. A. E. WYATT: Born in Indiana April 28, 1833; died in Rockport, Missouri, December 12, 1917. He was one of the founders of the first bank in Atchison county and was president of the institution from 1884 until his death. He represented Atchison county in the Missouri Legislature in 1855, and in 1872 was elected to the State Senate from his district.

